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A COMPACT ITINERARY OF THE BRITISH ISLES, BELGIUM AND HOLLAND, GERMANY AND THE RHINE, SWITZERLAND, FRANCE, AUSTRIA, AND ITALY

By W. J. ROLFE, Litt. D.

WITH MAPS

REVISED ANNUALLY

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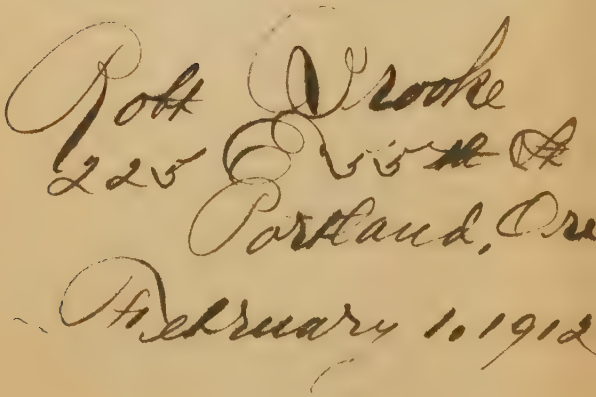

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PREFACE TO FORTIETH ANNUAL EDITION

REVISED FOR 1911

On account of the regretted death of Dr. Rolfe, the *Satchel Guide* can no longer be revised by him, but it is the purpose of the publishers to continue the annual revision of the work, so as to bring it fully up to date. Every year, owing to the improvement of railway service on the Continent, there has been a reduction in the fares of many journeys, and while it is not possible in every case to state accurately the exact amount, on account of local changes, the traveller may be sure of a reasonably close approximation to the price of trips between one point and another.

The building of the large ships of the Cunard Line, and their new landing station at Fishguard instead of Liverpool, has lessened materially the number of hours between New York and London, — a great gain to those who are limited in time for their journey, — while the use of motor-omnibuses and electric railways makes many points more easily accessible than before.

The automobile trips through the countries revive many of the pleasures of old posting days, and bring towns near together in time, which were formerly very difficult of access by cross lines of railway. By the use of motor-cars, which can be hired in most of the towns of any size, excursions can be simplified, and accomplished with less fatigue than by carriage, and in much less time. If one cares to transport one's own automo-

bile across the ocean, it is easy to obtain a license to pass from one country to another, and to operate the machine.

The publishers will be glad to receive notice of any change in conditions of travel or lodging, which travellers may observe, so that corrections may be made in succeeding editions.

This guide is especially designed as a sketch of travel for vacation tourists. For any prolonged stay, the use of Baedeker's or Murray's Guide-books, to which this work is largely indebted, is absolutely essential; also excellent local guides can be procured in most towns, and in localities like the English Lakes and Peaks, where Baddeley furnishes minute details of great value to the pedestrian.

Most of the " tramps " described in this guide were taken by Dr. Rolfe, who strongly recommends the traveller to walk as much as possible.

One of the objects of this work is to show how trips can be made cheaply, and to inform the tourist where moderate-priced accommodations can be had, which will be comfortable, and save money. Walking trips in the Tyrol are delightful, and though the wayside inns are simple, the fare is always excellent, and the attention received most cordial and pleasant.

The book also shows the way in which journeys may be combined, and routes simplified across country, which is a great advantage, for the connection of these intersecting roads is very puzzling to work out from a railway guide.

In England all roads seem to radiate from London, and in France from Paris, so that it almost seems easier to return to the Capital and start afresh than to strug-

gle with the combinations. Dr. Rolfe's directions are a great help in solving the difficult problems, and help to save expense and long journeys.

Whereas the larger guide-books are revised only at periods of from three to five years, the *Satchel Guide* is revised yearly, and the present edition has been entirely reset, and is printed from new plates.

The editor of the *Satchel Guide*, care of Messrs. Houghton Mifflin Company, 4 Park Street, Boston, will be glad to receive notice from travellers of any change in the conditions of hotels recommended in these pages, or any fact which they consider important to embody in the next edition. The grateful thanks of the present editor are due to Mr. James F. Muirhead, the English editor of Baedeker, for the use of advanced copies of the newest Guide-Books, and also for many kind and valuable suggestions; also to the Boston office of Messrs. Thomas Cook & Sons for the courtesy shown in supplying necessary information.

PREFACE TO FIRST EDITION

SOME of the distinctive features of this little book are implied in the title. It is a "*satchel* guide" — not too large to be carried in a hand-bag or in the pocket. It is a guide "for the *vacation* tourist," who can spend but three or four months abroad, *not* a general guide to all Europe for those who take a year or more for the tour.

It differs from other guide-books also in describing one *continuous* route, arranged to take in the maximum of what is best worth seeing, with the minimum of travel. This will save the tourist both money and time; and however lavish he may be of the former, he cannot afford to waste the latter. It will also save him the fatigue of needless journeying, and the "bother" of *combining* a multiplicity of *detached* routes into one. In England, for instance, the routes laid down in guide-books usually radiate from London. One must either return to London in each case, and take a "new departure" from there, or he must study out for himself a route that will include what he wants to see without all that superfluous travel. Some have no difficulty in doing this, but to most people, especially on foreign ground, it is peculiarly bewildering and perplexing, and many will not even attempt it. It might seem, on the other hand, that our plan restricts the tourist to one line of march, from which he cannot vary without losing all the advantages we claim for it. This is not the case. The track that we have marked out is diversified by many *digressions* on either hand, which are themselves so arranged that their connection with

the main line is at once easy and economical. At many points we have shown how the route may be reversed, abridged, extended, or exchanged for a wholly different one. In Switzerland, which is a very labyrinth of routes, we have sketched *all* the leading ones, and have explained how they may be divided, combined, and rearranged, to suit the taste or convenience of almost anybody.

We have had in mind also the wants of the *pedestrian*, and have told him where it will pay him well to walk, and where he cannot afford to do it. This is a new feature in an American guide-book, and it has been carefully worked up. The author has tried most of the "tramps" that he recommends — as well as some that he advises the reader *not* to attempt.

Another feature that we may claim as unique is the full and specific information for the benefit of those who wish to travel as *cheaply* as possible.

It is an advantage to the thrifty or impecunious traveller to know the many little ways in which he may save money without sacrifice of comfort, as in the choice of hotels for example. We have aimed to show when, where, and how this may be done, and in what cases to be "penny-wise" would be "pound-foolish"; and we have endeavored to put our suggestions into such form that the reader may be able to weigh them fairly, with due reference to his personal tastes, habits, and circumstances.

PREFACE TO REVISED EDITION OF 1889

For the present edition the entire book has been carefully rewritten, but with no essential change in the original plan which has been so heartily approved by the thousands of tourists who have used the *Guide* during the past seventeen years. The main features of this plan are sufficiently set forth in the preface to the first edition, reprinted above. The editor now wishes simply to emphasize the statement there made, that the *Guide* is meant "for the *vacation* tourist," who can spend but a few months abroad, not for the traveller who can take a year or more for the tour. The "Baedekers" and "Murrays" which are indispensable to the latter are only a bewilderment to the former, who cannot possibly see all that they describe, and wants judicious help in selecting what he *can* see. To condense all the information of the "Baedekers" and "Murrays" into one small volume would be only to make a table of contents to those series, of little service to either class of travellers. A book that shall really be a *guide* to the vacation tourist must *omit* many things which it would be tantalizing to include, and which would take up space needed for the proper treatment of other things. The present editor may have omitted some things which are of interest to individual tourists; but if they have followed his advice in "reading up" the tour in advance, they can make memoranda of these things on the blank leaves inserted for that purpose.

The editor would repeat his acknowledgments to

friends and correspondents for information and suggestions that have been of material service to him in the work of revision. He trusts that they will continue to aid him in the same way. Many of the details of the book are anything but "constant quantities," and it would be remarkable if some changes in them did not occur without his receiving prompt intelligence thereof. A hotel may be shut up, or a new proprietor may give it a new name, or in some cases its character may become better or worse; the days or the hours of admission to a museum or picture-gallery may be changed, or an art collection may be transferred from one building to another; and a new edition of the "Guide" may be printed before the editor hears of the alteration. He will be grateful for information on any of these minutiæ, no less than for the correction of more serious errors, should such be detected.

The guide-books published in Europe are not revised every year, but at intervals ranging from three to six years. The editor of this *Satchel Guide* means to keep up his original plan of a yearly revision, hoping thereby to make the little book more serviceable to the tourist. He is grateful for the encouragement he has already received, and will strive to deserve the continued favor of the travelling public.

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INTRODUCTORY HINTS

BEFORE THE START. — *Money* for the trip is usually taken in the form of a "letter of credit" from some trustworthy banking-house. Decide how much you will spend abroad; allow a margin of twenty-five per cent. for contingencies, and get the letter for the gross amount. Take with you in English sovereigns only enough to cover "extras" on shipboard and the first few days of travel after landing at Queenstown or Liverpool — say, ten or fifteen sovereigns, if you are travelling alone. The letter will contain a list of banks in all the leading cities of Europe, at which you can draw from time to time what you need. If it is not convenient to call at a bank named in the letter, any other will generally do as well.

If you expect to spend only two or three hundred dollars abroad, you can take one hundred of it in sovereigns, and the remainder in the form of one or two drafts on London. In cashing the latter, take part gold and part Bank of England notes, which are more portable. The various forms of "travellers' checks," as those issued by the express companies, may be used instead of drafts.

In London and Paris the leading bankers on whom letters of credit are drawn attend to forwarding letters for their patrons; and in these and other of the chief European cities there are tourist journals that publish lists of recent American arrivals, which are convenient if you wish to get track of friends and acquaintances abroad.

With regard to *outfit* the tourist must be governed in the main by his ordinary tastes and habits. On the voyage, warm clothing is indispensable, even in July and August. Take winter underwear, a winter suit

and overcoat, with a travelling shawl or "rug," and a soft felt hat or cloth cap; and leave these in care of the steamship company on landing, for use on the passage home. Pack the rest of your luggage in a bag or valise, not too large to take into a railway carriage with you. There are no "baggage-checks" on European railways, and the system of registration for luggage is inconvenient and vexatious. Trunks cannot be put aboard a train at the last moment, as in this country, but must be delivered at the station from five to ten minutes before the time for departure. In Switzerland, Italy, and some other countries, all luggage except that taken into the carriage with you must be weighed and paid for; and elsewhere it is generally weighed to ascertain whether it exceeds the limited amount that is free of charge.

If you make many purchases abroad, defer them, if possible, until just before your return, and buy an extra bag or trunk to pack them in. This is easily managed if you visit Paris late in the tour and spend a day or two in London before sailing for home.

The *clothing* for the bag must be chosen to suit yourself, bearing in mind that you will need somewhat warmer garments than for summer travel at home. An ordinary "business" suit, with an extra pair of trousers, is perhaps all that one needs in that line, if travelling *en garçon*. A limited supply of linen will suffice, as washing is done at short notice in any hotel. For underclothing, woolen is preferable; and for Alpine heights and other cold places thicker underwear (or a double suit) is better than any overcoat except a light waterproof one, or a Mackintosh. Woolen hose are more comfortable than cotton, especially for the pedestrian; and easy boots or shoes are indispensable. It is well to take at least one extra pair, with rubber heels, unless you have personal objections to them. An umbrella is a necessity, and the folding kind which can be packed in a suit-case or valise is to be preferred.

Evening dress is superfluous unless you expect to

go into society, where the rules of etiquette in regard to costume are much the same in Europe as in America; and the man who conforms to them will need the same "changes of raiment" as at home, and a trunk (or a light suit-case or extra bag) for carrying them. On the ocean steamers evening dress is now generally worn at dinner, though not obligatory; but there the dinner-coat or "tuxedo" will be sufficient, as everywhere for the tourist, except on very formal occasions.

We have not the masculine presumption to dictate to the ladies what *they* should take for wear at sea or on shore, but social etiquette and usage are essentially the same for both sexes. For a comfortable feminine outfit a lady friend, who has made many trips to Europe, has kindly furnished us with the following suggestions:—

"On the voyage warm clothing is indispensable even in summer. Steamer chairs can be hired on board, and two travelling 'rugs' or heavy shawls and two small cushions conduce to comfort on deck. Extra coats or wraps which can be thrown off for walking are desirable. An ocean voyage is a windy experience, and headgear must be chosen with that in mind.

"For travel on land it is not wise to take much luggage. Foreign railways provide more generously than ours for hand luggage, and there are always plenty of reliable porters who for a few pence will help in caring for it. There are no baggage checks in Europe, and the registration of luggage is inconvenient and expensive, as an extra charge by weight is usually made on all that is not taken into the carriage with you. So two bags are to be preferred to a trunk, and the canvas or linen 'hold-all' serves a good purpose.

"Two walking gowns are the basis of every woman's European wardrobe. One should be somewhat warmer than the other, but both should be short of skirt and light of weight. Shirt waists of cotton, flannel, and silk are as useful as at home. Besides the walking gowns and the 'blouses' a woman needs at least one

gown for evening wear. This should be chosen to bear packing well. A taffeta silk which comes out of a bag a mass of wrinkles is a trial to the owner. The toil of packing and re-packing can be reduced by a choice of materials that do not easily crumple.

"The hat for travelling should be small and becoming, but without much rim at the rear to prevent leaning back in the railway carriage. The 'automobile veil,' gathered at the top and tied down over the hat and the 'back hair,' is a veritable boon to a woman at sea as well as on shore.

"English people wear woolen underwear the year round, and the damp climate, like the ocean, demands it. Low shoes and gaiters are a convenient combination for footwear. Bedroom slippers and a flannel bath-wrap of medium weight are needed. A light rain-wrap must be carried. The 'pelerine,' used in Tyrol, is a very sensible protection against rain, and can be used as a pillow, a blanket, or a 'hold-all,' according to the ingenuity of the traveller. A bright-colored knit jacket is an excellent travelling companion [and so is a thermos bottle].

"Laundry work is generally done promptly, but not always carefully, and fine skirts and blouses are likely to suffer where the work is done by rubbing on the stones of a brook. A linen laundry bag is a convenience, and a needle-book, with a good supply of *threaded* needles, is a precious appendage. A hot-water bag is sure to be needed at times, and a tiny alcohol lamp and saucepan is a luxury if not a necessity. A small folding parasol is useful to shield the eyes from the glare at sea, and sometimes elsewhere.

"The collecting of a few small souvenirs of travel is one of the joys of a trip, and renews itself later at home. Such things must be bought at what may be called the psychological moment — when time and chance combine. Bulkier purchases it is better to make just before your return, and pack them in an extra trunk procured for the purpose. Vienna, Paris,

and London are the great shopping cities; but the experienced traveller finds so many more delightful occupations than shopping that she gives less time to it with each successive journey."

"Shall we take a *passport* on our tour?" On the whole, yes. You will not be asked to show it in any of the countries included in this book (unless international troubles shall lead to new regulations); but it may be useful as a means of identification at banking-houses, and it will occasionally serve as an *open sesame* to public buildings, art galleries, and the like, if you seek admission at other than the regular hours, or without the required ticket or introduction. Any notary public will obtain the document for you, at a trifling expense (besides the government tax of one dollar), or you can get it yourself at no other cost than this tax and the fee to a notary or justice of the peace for "swearing" you. Send request to the *Bureau of Citizenship*, at Washington, for the printed instructions and the blank form required. These will be sent gratis, and you have then only to fill out the form, take the proper oath before a notary (or justice of the peace, if there is no notary public where you reside), and send the paper back to Washington. A passport is good for two years from the date of issue. It will be renewed upon a new application in the same form (with tax) as at first.

In the way of *mental* equipment for the tour, not much can usually be done in the interval between making up one's mind to go and the actual start. On the whole, the most profitable reading before leaving home, or on the voyage, is in what other travellers have written about the places you intend to visit. Guide-books, like directories and many other of the *biblia abiblia*, are useful in their way, but they can hardly be said to form any part of the literature of travel. Arthur Helps remarks "that the traveller will often find an exquisite delight in what the guide-books pass by with indifference"; and, on the other hand,

he may pass by with indifference much that the writer of a guide-book feels it a duty, even though it be not a delight, to catalogue. But the traveller, if he writes a book, may tell of the flowers by the wayside no less than of the mountains that are so many feet high, and you may like to pluck the purple heather or hunt for Alpine hare-bells where he did. You cannot read Curtis Guild's "Over the Ocean," "Abroad Again," and "Britons and Muscovites" (which have the minuteness of a guide-book, with none of its dryness), Hawthorne's "Our Old Home" and "Note-Books," Hoppin's "Old England," Dr. Peabody's "Reminiscences of European Travel," Warner's "Saunterings," Howells's "English Towns," Grant White's "England Without and Within," "Bits of Travel by H. H.," Miss Trafton's "American Girl Abroad," Hare's "Walks in Rome" and elsewhere, or a score of other books that might be mentioned, without getting hints that will make your own peregrinations more enjoyable and more memorable.

If there is any one thing on which we would advise you to do a little preparatory studying, it is *architecture*, and especially Gothic architecture. What Professor Hoppin suggests with regard to American youth is equally applicable to their elders: "For an educated American youth to have no knowledge at all of architecture, this would deprive him of a species of sharpened culture that is not dreamy or vague, but is as scientific and harmonious as the laws of music. . . . Such a youth would not be fitted to visit Westminster Abbey, and to tread the solemn and storied temples of Old England. Let him defer his voyage a year until he knows the difference between a tower and a spire, a groin and a gable." There is nothing better worth seeing in Europe than the great cathedrals, but one cannot in any true sense *see* them unless he knows at least the alphabet of Gothic. If he will read Parker's "Introduction to the Study of Gothic Architecture" (a little book published at Oxford, but easily got in this

country), or even the brief descriptions of the different periods of Gothic in Professor Hoppin's "Old England" (pages 123, 133, 158, etc.), he will be prepared to *continue* the study among the examples of the style which he meets in his travels. Five minutes in the nave of Durham or Peterborough cathedral will photograph the peculiarities of Norman work indelibly on his memory; nor will he ever confound Decorated with Perpendicular tracery after looking at the superb west window in York Minster, and then at the one, equally admirable for its time, that almost fills the eastern end of the cathedral with its many-tinted "wall of glass."

Some knowledge of *French* or *German*, especially the former, is very useful to the tourist on the Continent, but he can make his way everywhere with no language but his vernacular. English is spoken at all the first-class hotels, and at many of inferior grade. At the railway stations there are always interpreters, official or other; and everywhere guides or *valets de place* can be found who speak English. If you read French, and know the pronunciation, a "Phrase Book" (Murray's is the best) will help you to the minimum of necessary talk at hotels, railway-stations, custom-houses, etc.; and a good adjunct to the book is the "Pocket Dictionary of English, French, and German" (edited by Feller, and published by Teubner of Leipsic), or Chambers's "English, French, and German Dictionary" (Murray, 1883), which is much fuller than Feller's, and not too large for the pocket.

Last but not least, be sure that you *lay out your whole route* before leaving home. Decide upon your entire line of travel, and the time you will spend at each point. If you choose among the routes that we have sketched, you will have no difficulty in doing this, as we have stated either the distance or the time required for going from point to point, the modes of conveyance, etc. Look through the book, decide what you want to see, or have time to see, and then write out a skeleton of your line of march on the blank leaves

at the end. Suppose, for instance, that you can be gone just three months. Allowing three weeks at most for the ocean passages, you have ten weeks for travel in Europe. Will you give a part of the time to Ireland? If so, how much? If three days, write down "Ireland, 3 days" (or "Cork and Killarney, 2 days; Dublin, 1 day"); if four, five, or more days, make the record accordingly. Do the same with regard to Wales, and so on through the whole journey. It is well to allow a margin for bad weather — in Switzerland, if nowhere else.

If you do not lay out your route in advance, you will inevitably find, as you draw near the end of your vacation, that you must omit or hurry over what you particularly wish to see, or to see more at leisure.

The Voyage. — All the leading steamship lines are well managed, and the accommodations and the table are good, even on the cheapest of them. The lowest rates for first-class passage are less than half the highest, the range being from about 50 dollars up to 100, 300, or more. On some lines there is a second-class fare at about the rates of the first-class on cheaper lines, but the tourist who has to be economical will probably prefer the latter. It is not pleasant to be restricted to certain parts of the ship, as is usually the case with second-class passengers. It is well, if possible to do so, to get a return ticket at a reduced rate. If you make the voyage in the summer, the earlier you secure your berth the better, as the most desirable ones are likely to be engaged three months or more in advance. Even on the best ships there is quite a choice in state-rooms, in respect both to size and to situation. As a rule, those nearest the middle of the ship are to be preferred. Inside rooms, lighted and ventilated only from a passageway, and those that are near the stern are to be avoided, if others are to be had. On the larger and newer ships, however, the inside rooms are well ventilated and very comfortable, as we can testify from personal experience.

The leading lines from New York to Liverpool are the *Cunard* and *White Star*. To Plymouth, Cherbourg, and Southampton there is the *American* line; to London the *Atlantic Transport* line; to Glasgow are the *Anchor* and *Allan* lines, both touching at Moville in Ireland; to Havre the *General Transatlantic Company's* or "French" line; to Bremen, touching at Plymouth and Cherbourg, the *North German Lloyd* line; to Hamburg, touching at Plymouth and Cherbourg, the *Hamburg-American* line; to Antwerp, touching at Dover, the *Red Star* line; to Rotterdam the *Holland-America* line, touching at Boulogne; and to Copenhagen and Christiania the *Scandinavian-American* line. The shortest Cunard route is from New York to Fishguard.

From Boston to Liverpool there are the *Cunard*, *White Star*, and *Leyland* lines; and from Philadelphia, the *American* line to Liverpool.

Winter trips to the Mediterranean have become very popular of late, and several of the steamship companies put some of their best vessels on that service. The tour usually includes Ponta Delgarda (Azores), Funchal (Madeira), Gibraltar, Algiers, Genoa, Villefranche for Nice), Malta, Alexandria (for Cairo), Jaffa (for Jerusalem), Smyrna, Constantinople, Athens, Messina, Palermo, and Naples. The itinerary is sometimes varied, but the ports mentioned are the ones generally visited. Those in Southern France and Italy (including Sicily) are described in this book; for the others the tourist will do well to consult "The Mediterranean Trip," by Mr. Noah Brooks, or Baedeker's guide-books to Egypt and Greece.

We do not give the rates of fare by the various lines, as they are liable to change. The tourist will find them in the New York and Boston daily papers, and in the circulars issued by the companies.

The regular rates of fare nominally cover everything except wines and liquors; but it is customary to give a small fee to the steward that waits upon you at

table, and to the one that takes care of your state-room. The fee for the former ranges from half a crown to a sovereign; but 5*s.* is probably the average on the cheaper lines, and 10*s.* on the others. One usually gives the bedroom steward about half or two thirds as much as the table steward. The bath-room, deck, and smoke-room stewards all expect fees.

Life on shipboard has its peculiarities, but after all it is much like life everywhere else. If you must be seasick, do not weakly succumb to it, but fight manfully against it. Keep on deck as much as possible, and it will go far to mitigate the attack. Lie there, well wrapped up, rather than in the close atmosphere of your state-room; and console yourself (if you can) with the reflection that the malady never proves fatal. We firmly believe that many cases of sea-sickness originate in indigestion. The sea air stimulates the appetite and tempts to over-eating; and over-eating, when one cannot take much active exercise, causes dyspepsia and headache, and thus predisposes one to sea-sickness. Anything, then, that tends to keep the digestive system in good condition is likely to be indirectly useful in preventing sickness. We have personally known sundry cases in which Horsford's *Acid Phosphate* has prevented or alleviated sea-sickness. We doubt whether it is a *specific* in the ailment, — the "sure cures" all fail in desperate cases, — but it is certainly of value as a general nerve-tonic, and may therefore help to prevent what is, partly at least, an affection of the nervous system. Then again the *Phosphate* is promotive of good digestion, especially in persons who are inclined to dyspepsia; and, as we have suggested above, many cases of sea-sickness originate in indigestion. It is likely to be of service in this indirect way, if not directly.

In Foreign Parts. — On landing in Europe, we have to get through the *custom-house;* but cigars and tobacco are almost the only dutiable articles, and of these a limited supply for personal use is free of duty.

It should be borne in mind, however, that even a single copy of an American reprint of an English copyrighted book is liable to be confiscated.

In passing the frontiers of the other foreign lands included in our route, one will have no trouble if he frankly "declares" whatever he learns to be dutiable. *All* luggage, registered or not, is inspected, but if he has only a hand-bag or satchel, he is likely to escape with a merely formal examination.

Hotel expenses in Europe average somewhat lower than in this country, but the difference is not so marked as it was fifteen or twenty years ago. Prices have been rising steadily, especially at the hotels most frequented by Americans. In London, Paris, and the great cities generally, big palatial hotels have been built, not without a shrewd eye to the patronage of the prodigal Yankee, who finds that he has to pay as much as he would at houses of similar grade in Boston or New York or Chicago. The good old-fashioned first-class hotels, and the better second-class hotels, have also increased their rates. The thrifty tourist can, nevertheless, live comfortably at a figure considerably below what it would cost him here. For a stay of six or seven days, *pension* rates can be obtained at many hotels. For those who wish to travel economically, boarding-houses are the cheapest. Fuller information on this subject may be found on pages 292–296 below.

Railway travelling, and indeed all travelling, has its peculiarities in Europe. There are three classes of carriages, with a sliding scale of fares. In Great Britain the second-class carriages are well furnished and comfortable, and on the Continent they are almost as luxurious as the first. On many of the roads in Great Britain the second class has been given up, while it has been improved on those that retain it; and on all the roads the third class has been much improved of late years. On the Continent the third class is not so good, especially in Italy, and on express trains there are often only first and second class, sometimes only the former.

"Excursion," "circular," and other "special" railway tickets (some of them like our "mileage" ones) are now issued in most European countries in many forms and at greatly reduced rates. The rules and conditions for their use vary in different countries but accompany the tickets, which can be got at the stations and railway offices in the leading cities, or through Cook and Son, who are official agents for all the European railway and steamer companies. The tourist should not risk buying tickets except at official or authorized agencies.

For the railway *time-tables* in Great Britain you will want "Bradshaw's Railway Guide" (*6d.*) for the current month; and when you go to the Continent, his "Continental Railway Guide" (*2s.*) or Cook's "Continental Time Tables," also published monthly (*1s.*), which is more compact and simpler in arrangement, while its nine sectional maps are more convenient for reference than Bradshaw's large folded map. We have always depended on Bradshaw or Cook for the Continental time-tables, and have never found them in error; but whenever it is important that you should not miss a train, make seasonable inquiry about it at the hotel. The local books of time-tables, especially in Switzerland and Italy, are cheap and convenient.

Sleeping-cars are being rapidly introduced in Europe. In Great Britain the charges for them are reasonable, but on the Continent they are exorbitant. Thrifty people will avoid travel by night there, unless they can submit to the discomfort of the ordinary cars.

In Great Britain a first-class compartment, seating six persons, can generally be secured for the exclusive use of a party of four; but on the Continent, even if such a compartment has been engaged (which may generally be done at the larger stations, or where the train is made up), other passengers are likely to be put into it afterwards. A small fee to the conductor may prevent this, however, if the train is not crowded.

In *diligences* the seats in the *coupé* or the *banquette*

are to be preferred to those in the "interior," if there is anything worth seeing on the road. If several persons are travelling together, it will often be quite as cheap, and far more pleasant, to hire a carriage; but be careful to have the price fixed in advance, and be sure that it includes *everything*, — or if not, that the "extras" are perfectly understood.

Cabs are very cheap, except in Holland, but it is always well to inquire the price in advance. In most places the tariff is fixed by law; and the fares are no more for two persons than for one. Omnibuses for the leading hotels are to be found at most Continental stations. These are often no cheaper than cabs, but you are safe from attempts at extortion, and the fare is charged in your hotel bill.

Guides, *commissionnaires*, and the entire herd of professional *cicerones* are to be avoided, if you can possibly get along without them. If there is much to see and your time is short, as in a flying visit to large cities, it is well enough to engage a local guide or *valet de place*. It is generally better to inquire for one at a hotel than to pick him up in the street. In *shopping* never take a guide — or at any rate, *not into the shop* — if you can do without one; as he usually expects a commission from the dealer, which, of course, is added to your bill.

English *sovereigns* are current money in all the countries through which our route lies, or can usually be exchanged at their full value; but French twenty-franc pieces, or *Napoleons* as they continue to be called, are better on the Continent, especially where the decimal coinage has been adopted. English silver does not readily pass on the Continent, but the silver francs and half francs of one country generally circulate in others where the franc is a unit of the currency. Always get rid of the local copper and "nickel" before crossing the border.

WHAT WILL IT ALL COST? Pretty much what one pleases, as will be evident from what we have said

above. It is certain that a European tour of three or four months may be made at very moderate expense, if one lives at the cheaper hotels (or at hotels and restaurants), rides in second and third class cars, and is generally economical in his habits. For a tour of four months, all necessary expenses (allowing $125 for a return ticket for the ocean passage) may be covered by $400. This could be reduced somewhat by one who is familiar with French and German. It will be understood that this covers only *necessary* expenses; no allowance being made for clothing, curiosities, and other "extras."

The expense will of course vary with the distance one travels in a given time. If one goes from Liverpool to Naples in three months, it will cost him more than if he does not go beyond Switzerland. The expense will also be greater in proportion to the time spent in the British Isles, where hotel bills will average from 25 to 50 per cent. higher than on the Continent. If one travels second or third class in Great Britain and first or second on the Continent, and lives mainly at first-class hotels (not the most expensive), and especially if he uses the "hotel coupons" described elsewhere, he may estimate his average expenses on shore at *five dollars a day*, assuming that two thirds at least of the time is spent on the Continent. From seven to ten dollars a day is the estimate of experienced travellers, if all expenses are on the first-class scale, with no special attention to the details. Of course, it is easy enough to spend ten dollars a day, and a good deal more; but it is nevertheless certain that one can get along very comfortably for half as much, or even less. It requires tact and forethought and prudence, but not necessarily any over-anxious counting of the pennies, nor any self-denial inconsistent with good living, good health, and hearty enjoyment.

Economy, no less than comfort in travelling, depends much upon conforming, as far as possible, to

the ways and manners of the country. If the traveller has the tact to adapt himself to the local customs and usages, he will be well served at the established rates; but if he insists that foreigners shall try to do things after the Yankee fashion, he will simply have to pay exorbitant prices for well-intentioned blundering. In Rome do as the Romans do, and you will have to pay only what the Romans pay. Much of the discomfort, and much of the expense of travel abroad, may be avoided by keeping this maxim in mind.

For those who have not the tact to do this, — and the great majority of tourists probably have not, — or who wish to escape the necessity of taking thought for the morrow, the summer excursions arranged at a fixed price furnish the best means of travelling economically and comfortably. They are cheap, and, what is of more importance to the tourist of limited means, the exact cost is known in advance. Most people have a very indefinite idea of the necessary expenses of such a trip, and are deterred from venturing upon it lest the outlay should prove to be greater than they can afford. An excursion at a round price of $300, $400, or $500, with first-class conveyance and hotel bills and other ordinary expenses included, has the advantage of settling the pecuniary question at the outset.

But it may be asked, Will this round sum really cover the necessary expenses? A certain margin must unquestionably be allowed; but it ought not to exceed ten per cent. of the price charged for the excursion.

The management of these excursions is mainly in the hands of Thomas Cook & Son (p. 12 above), whose "tourist tickets" and "hotel coupons" (p. 293) are now familiar to travellers, not only in Europe but in all parts of the earth. They have an established reputation for admirable judgment and taste in arranging the details of their tours, as well as for honorable dealing with their patrons, who are their best advertisers. They not only provide for a great variety of "person-

ally conducted" tours for parties large and small, under the guidance of competent and courteous agents, but they also issue single and return tickets for independent travel from any point to any other on their routes or on any route that one may lay out for himself.

Other well-organized concerns arrange personally conducted or independent tours for special purposes — the study of art, music, language, historical or literary "landmarks," etc., with or without regard to economy. Some of these tours are planned for luxury in travel, with small and exclusive parties, and arrangements of the highest class, including automobile trips and routes away from the ordinary lines of travel. For the details of these and other "specialized" tours, and for parties conducted by individuals, the reader may be referred to their advertisements and circulars.

Shopping in Europe. — At many of the most fashionable shops in London, Paris, and other great cities (especially those to which *couriers* and *commissionnaires* take the traveller) one pays as much for a good article as he would pay in New York or Boston, if not more. The prices are not "fixed," but are put as high as the dealer expects — or hopes at least — the purchaser will pay; and in some cases advantage is taken of his ignorance to palm off inferior or unsalable articles as the best and newest. If the place is an old and well-established one, the goods are usually what they are represented to be, though the prices are high. But there are hundreds of shops, including many of the largest, and of the best local reputation, in which there is but one price, plainly marked in figures, for native or stranger; and if the quality or condition of the goods does not prove to be as the dealer has warranted, the matter is promptly set right.

Sometimes one will find the best bargains in unexpected places. One of the cheapest and most trustworthy opticians we have met with on the Continent is Ecker, Place de la Chapelle, Lucerne. He sells fine

lorgnettes, etc., at lower prices than the Paris dealers or those in more fashionable quarters of his own town. He also sells thermometers, barometers, etc.; and he does photographic work for tourists, developing films for printing, etc.

For jewelry the Paris shops in the Palais Royal (with few exceptions) have become less and less reliable of late years; and, as a rule, one should not buy costly articles in this line on the Continent, unless at well-known first-class establishments, where, if the prices are higher, the quality can be depended upon. We have personally found by experience that London is the safest place for buying jewelry and most other goods, except such as are specialties of certain localities. In London, however, prices vary with the street or quarter. One must pay more for the same article on Regent Street than on the Strand, Cheapside, and other less fashionable thoroughfares, where are many old mercantile houses of unexceptionable character.

Letters from Home. — Remember, before leaving, to arrange with your friends how letters must be addressed to you. If you have planned your whole trip in advance, as we have advised above, you will know at about what time you will be in London, in Paris, and other places. Allow about a fortnight for letters to make the passage, and then jot down a few memoranda like these: "Up to July 1, address to General Post Office, London; from that date up to July 15, to Paris, *poste restante*"; and so on. If you have a circular letter of credit, have your letters addressed to the *care of your banker* in London, Paris, etc. Should you then modify your plans while travelling, you can give directions at the foreign offices of the banker for forwarding the letters to any desired point.

The Adams Cable Codex. — Messrs. Houghton & Co., 84 State Street, Boston, have published an enlarged and improved edition of their convenient cipher code, called *The Adams Cable Codex*, specially arranged for the use of tourists. It will save them many dollars

if they have to send messages by cable, — and some emergency may require this. Mr. Houghton, having been long connected with the European lines as passenger manager, has made the *Codex* with special reference to the needs of travellers.

The Women's Rest Tour Association. — We wish to give an unsolicited recommendation of this excellent organization to women who desire to visit Europe at the least possible expense consistent with comfort. The little handbook issued by the Association contains a bibliography suited to the needs of the traveller in Great Britain, a chapter on life in London, a set of skeleton tours, hints in regard to clothing and the customs of travel, suggestions concerning summer study abroad, and a supplement of similar information for the Continent. Circulars describing this and other printed matter that will be extremely useful to the thrifty female tourist may be obtained by addressing *The Women's Rest Tour Association*, 11 *Pinckney St., Boston.*

Note. — The railway and other fares given in the following pages are liable to slight changes (generally *reductions*) from time to time, but the tourist will always find them approximately correct.

IRELAND

As the Liverpool steamers touch at Queenstown, the tourist taking that route will save time, should he wish to visit "the Emerald Isle," by landing at that port. If he spends only three days in Ireland, they may be divided as follows: 1st day, to Cork by river, excursion to Blarney Castle, and by rail to Killarney; 2d day, the Lakes of Killarney; 3d day, to Dublin by rail, crossing to Holyhead that evening or the next morning. Another day may well be given to Killarney or Dublin or both. From Dublin, two days (better three) will enable him to visit the *Giant's Causeway* and return.

If he has taken the *Anchor* or *Allan* line, he can land at Moville (Londonderry) in the North of Ireland, arranging the tour from that point, as follows: Go from LONDONDERRY to *Portrush* (2 hours by rail; 7*s*. 6*d*., 5*s*. 6*d*., 3*s*. 8*d*.) and to the *Giant's Causeway;* thence via *Belfast* to *Dublin,* thence to *Killarney* and back, with excursion *en route* to *Cork* and *Blarney*.

If the tourist intends to visit Ireland, it is well to do it on the *outward* voyage, lest he do not find time for it on the way home. In the latter case, he must allow time for it at the end of his trip, taking the steamer at Queenstown.

Queenstown to Cork and Blarney

QUEENSTOWN has nothing of interest to detain the tourist. It is a favorite resort for invalids on account of its mild and salubrious climate. Rev. Charles Wolfe, who wrote the "Burial of Sir John Moore," died here, of consumption, in 1823. The harbor is one of the finest in Great Britain, being a sheltered basin of ten square miles. The entrance is strongly fortified,

and within are Spike, Haulbowline, and Rocky Islands, occupied by convict and ordnance depots, barracks, and powder magazines.

One can go from Queenstown to Cork by rail (1*s.* 2*d.*, 9*d.*, 6*d.*), by steamer to Passage and thence by rail (same fares), or all the way by steamer (9*d.*, 5*d.*). As the last affords the best view of the river, it is to be preferred, if one does not have to wait too long for a boat.

A mile below Passage we pass *Monkstown*, with its ruined castle built in 1636 by an enterprising woman, who, as the story goes, paid her workmen in goods, clearing enough by the profits to cover the whole expense, with the exception of an odd groat; so that the castle was said to have cost *only a groat*.

Cork, though it has no churches or public buildings of any great antiquity or interest, is a very ancient city. There was a monastery here in the 7th century, founded by St. Fionn Bar (to whom the *Cathedral*, a fine modern edifice, is dedicated) on the site of a pagan temple of much earlier date. The Danes built the city walls in the 9th century. Dermod Maccarthy surrendered it to Henry II. in 1172. Cromwell besieged and took it in 1649, and Marlborough in 1690. Here William Penn became a Quaker, under the preaching of one Thomas Loe. "The bells of Shandon" are in *St. Ann's Church*, built in 1722. *Queen's College*, opened in 1849, is a handsome Gothic structure, on a picturesque eminence near the South Branch of the Lee. The *Victoria Park* (140 acres) is beautiful in its way.

Blarney Castle, five miles from Cork, may be reached by rail, by jaunting-car (3*s.* to 5*s.* from Cork and back), or on foot. The ride or walk by the north bank of the river is very pleasant. The castle was built in the 15th century by Cormac Maccarthy, surnamed the Strong. Little now remains of it except the massive donjon tower, 120 feet high. The main attraction is the famous "Blarney Stone," which is

supposed to endow whoever kisses it "with the sweet, persuasive, wheedling eloquence, so perceptible in the language of the Cork people." The "original" stone, which bore an inscription with the date 1446, now illegible, is fastened by two iron bars to a projecting buttress at the top of the castle, several feet below the level of the wall, and to kiss it one must hold on by the bars and project his body beyond the wall; but there is another stone, bearing the date 1703, and more accessible, which is said to have the same virtue.

Cork to Killarney

If one's time is limited, he should go by rail (69 miles; 11*s.* 6*d.*, 8*s.* 4*d.*, 5*s.*) to KILLARNEY. If one can give two days to the journey from Cork, the preferable route, including much wild and varied scenery, is by rail to *Bantry* or to *Macroom* (we should choose the latter), and from either place by coach or jaunting-car to Killarney, via *Glengariff* and *Kenmare.*

At Killarney, if you have but one day to spare, devote it to an excursion through the *Gap of Dunloe*, returning over the Lakes; with a walk (or ride) to Muckross Abbey, if there is time after your return. Before starting, arrangements must be made for a boat to meet you at Lord Brandon's Cottage. The landlord at the hotel will see to this for you, and also furnish car and horse for the drive and ride through the Gap, if you do not walk. There is a fixed tariff for cars, horses, boats, and guides.

From Killarney to the entrance of the Gap of Dunloe is 8½ miles. The carriage road extends 2½ miles further, and from that point, by bridle path, to Lord Brandon's Cottage is 4 miles. A good walker, rejoicing in his recent escape from the prison limits of a steamer's upper deck, will enjoy "tramping" the 15 miles. The 11 or more miles of boating will be a good rest after it, and he may be ready for the walk to Muckross Abbey and the Torc Cascade, if there is time for it before nightfall.

The *Ruins of Aghadoe* (2¼ miles from Killarney) are the first noteworthy object on the road to the Gap. They are on a rising ground, overlooking Lough Leane, the largest of the Lakes, and consist of a broken tower, the only remnant of the *Castle*, with the *Church*, which is made up of two distinct chapels; the eastern in the pointed style, built in 1158, the western of earlier date and Romanesque in style.

After passing several fine country seats, we see *Dunloe Castle* (7¼ miles from Killarney), once a stronghold of the O'Sullivans, restored by the present proprietor. Just before reaching the Gap may be seen the cottage of the beautiful "Kate Kearney, who lived by the lakes of Killarney," where one of her descendants, who has not inherited her charms, dispenses "mountain dew" and goat's milk to the thirsty wayfarer.

The Gap of Dunloe is a wild and narrow mountain pass, about four miles long, between the hills known as Macgillicuddy's Reeks and the Purple Mountain. The small, but rapid stream of the Loe runs through it, expanding, on its way, into five lakes. Where the road crosses the stream, below the second of these (the *Black Lough*), St. Patrick is said to have banished the last Irish snake. As we emerge from the Gap, we see the *Black Valley* stretching away to the right in the perpetual shadow of its overhanging cliffs. The peaty matter dissolved in the water adds to the blackness of the lonely tarns in its gloomy recesses.

Lord Brandon's Cottage is at the head of the Upper Lake. From this point those who make a longer stay at the Lakes may ascend *Purple Mountain* (2739 ft.), from which the view extends over the Upper and Middle Lakes, with the surrounding mountains, the Black Valley, the mouth of the Shannon, Kenmare and Bantry Bays, and a broad stretch of open sea.

The sail over the Lakes from Lord Brandon's Cottage to Killarney need not be described, as the boatmen will give the names and the history, legendary

and other, of every mountain, island, ruined castle or abbey, and modern mansion or country-seat, to be seen *en route;* and Paddy's *viva voce* narrative, with the brogue and the enthusiasm equally characteristic, will be far better than anything we could write. A landing is usually made at the island of *Innisfallen*, which Moore has celebrated in song.

Muckross Abbey and the Torc Cascade. — If one has not lingered too long on the Lakes, this excursion (especially if one gets the boatman to land him at a point on the Lower Lake near the Abbey) may be crowded into the same day, and the train taken for Dublin next morning; but it would be better to devote another day to Killarney and its vicinity. To the Abbey is a walk of 3 miles; thence to the Cascade, 2 miles more.

Muckross Abbey is a picturesque ruin in an appropriate setting of lovely scenery. It was founded in 1440, and repaired in 1602. Considerable portions of the cloisters, refectory, infirmary, etc., remain, and also of the Abbey Church, in which are many tombs of noted old Irish families.

Torc Cascade (reached by a "cross cut" through the grounds of Muckross Abbey to the highway) is a fall of sixty or seventy feet over a broken ledge. From a point above, easily reached by a good path, there is a fine view of the Middle and Lower Lakes and the wooded peninsula between them.

The tourist who is not already tired out will find the ascent of *Mangerton* (2756 feet) a pleasant way of finishing the day. The summit is about 5 miles from Muckross, and the path is not difficult. There are charming views on the way up, and a magnificent one from the top. At a height of 2206 feet is a tarn of nearly 30 acres in extent, known as the *Devil's Punch Bowl*. Charles James Fox is said to have swum all the way round it in 1772, — a feat which the reader will not probably care to emulate.

Killarney to Dublin

This is a railway ride of 186 miles (7 hours; fares, about 34, 25, and 16*s*.) via Mallow, where the main line from Cork is struck.

DUBLIN may best be seen by car, if one has but a few hours to spare, and the carman will be the only *cicerone* needed. If one gives a day to the city, he will do well to see it on foot, or taking a car only for the longer stretches.

The *Nelson Monument*, in Sackville Street, 121 feet high and surmounted by a statue of the hero, commands a good view of the city and suburbs.

Christ Church Cathedral, founded in 1030, was rebuilt in 1190, and the chancel added about 1360, but the greater part of the church as it now stands is of comparatively modern date. It has lately been restored at an expense of £200,000, paid by Roe the distiller. Here the church liturgy was first read in Ireland in the English tongue. Among the monumental tombs is one reputed to be that of Earl Strongbow.

St. Patrick's Cathedral stands on the site of a church built by St. Patrick himself, and known to have been standing as late as 890. The present building was begun in 1190, but was nearly destroyed by fire in 1362. A few years later it was rebuilt, and the present steeple belongs to that period. In recent years the church has been entirely restored by Guinness, the Dublin brewer, who has spent £140,000 on the work. Two marble slabs near each other mark the graves of Swift and his "Stella." The other monuments are of less interest.

Trinity College, founded early in the 14th century, has a library of about 300,000 volumes, and interesting general and geological museums. At the main entrance are Foley's statues of Goldsmith and Burke. The handsome dining-hall contains portraits of Grattan and other notable men. In the Examination-hall

are more portraits, and Hewitson's elegant monument to Provost Baldwin.

The Castle retains little of its ancient character, but some of the state apartments and the chapel are fine in their way. The *Custom House*, in the Doric style, the *Four Courts*, with its façade 450 feet long and the Corinthian portico in the centre, and the *Bank of Ireland*, are the most elegant public buildings.

Phœnix Park (1750 acres) is well wooded, and contains monuments to Wellington and Lord Carlisle.

At No. 12 Aungier Street, near St. Patrick's Cathedral, is the house in which Tom Moore was born. In Merrion Row is the house where Oscar Wilde was born, and No. 58 Merrion Square was long the residence of O'Connell. In the *Cemetery of Glasnevin*, two miles from the city, are the graves of O'Connell, Steele, and Curran.

The village of *Howth*, with its famous "Hill," its Castle, its ruined Abbey, etc., is nine miles from Dublin; easily reached by rail (many trains daily).

Dublin to Portrush and Giant's Causeway

From Dublin to Portrush, the nearest station to the Giant's Causeway, is 180 miles by rail (30*s.*, 23*s.* 3*d.*, 14*s.* 9*d.*). BELFAST, the second city in Ireland, is the most important place *en route* (112 miles from Dublin), and worth a visit, if one has time. It is an enterprising and rapidly growing place, and contains many new and handsome buildings, both public and private. The linen mills are particularly interesting.

PORTRUSH is a busy seaport, and outside the harbor are the rocky islands known as the *Skerries*. From here to the *Giant's Causeway* (7 miles) one may go by electric railway, or by jaunting-car, bargaining in advance for the round trip, to which an entire day must be given. The local guides explain everything. If the weather permits, the caves should be visited by water. Dunkerry Cave, indeed, can be entered only from the sea.

Dunluce Castle (3 miles from Portrush) is visited on the way to or from the Causeway. It stands about 100 feet above the sea, on an insulated and precipitous rock, whose surface is completely occupied by the ruined structure. A single wall, not more than 30 inches broad, unites it with the mainland. Its history has been traced back as far as the 14th century.

Dublin to Chester by Holyhead

Returning from the Giant's Causeway, one may cross from Belfast to Glasgow by *Royal Mail* line (8 hours; 12*s*. 6*d*.), if he prefers to proceed directly to Scotland; or from Belfast to Liverpool, if he wishes to save something in fares, by either of two routes: by steamer direct (10 hours; 16*s*., 15*s*.), or by steamer to Fleetwood (sea passage, 9 hours), and thence by rail (saloon and 1st class, 16*s*.; saloon and 2d class, 15*s*.). By the Kingstown (Dublin) and Holyhead route the sea passage is only 4 hours.

If this last route is chosen, we leave Dublin either in the evening or in the morning for Kingstown (6 miles), where the mail steamer is ready for the passage to Holyhead (66 miles). The morning is to be preferred, since at night we lose the fine views of the Welsh coast, and the striking scenery on the road from Holyhead to Chester, — the Menai and Conway bridges, etc. First-class passengers can sleep on board the boat (2*s*.) the night before starting, and rise and breakfast at their leisure, if they dislike leaving Dublin at the early hour in the morning. The fares from Kingstown to Holyhead are 10*s*. (saloon) and 7*s*. (2d cabin). There are also express steamers (somewhat cheaper but very good) from Dublin (North Wall) to Holyhead The shortest sea passage (2¾ hours) is between Rosslare and Fishguard, the new Cunard landing-place. Rosslare is 5 h. 40 min. from Dublin (34*s*., 18*s*.).

WALES

Holyhead to Chester

If we have crossed from Ireland to Holyhead by the mail steamer, we can proceed directly to Chester (84½ miles; 16*s.* 2*d.*, 13*s.* 3*d.*, 7*s.* 6*d.*, but no 3d class by *mail* train). It would be better, however, to spend at least two days on this route through North Wales.

At *Holyhead*, a few hours may be given to the wild and rugged scenery of the coast, with a climb to the top of Pen-Caer-Gybi, or Holyhead Mountain (720 feet), whence there is a good view of the shore and the sea. The North and South Stacks are bold and rocky.

Bangor, 25 miles from Holyhead, is an ancient and picturesque city, and a favorite summer resort. The *Cathedral*, one of the smaller edifices of its class, was originally built in the sixth century, destroyed by the Anglo-Normans in 1071, rebuilt in 1102, and burned during the ravages of Owen Glyndwr in 1402. The choir was rebuilt in the time of Henry VII., and the tower and nave added in 1532. It is a plain massive structure, 214 by 60 feet, with a tower of no great height. The bishopric is the oldest in Wales. The *University College of North Wales*, on a commanding site N.W. of the Cathedral, has over three hundred students.

The *Menai Suspension Bridge* is 2½ miles from Bangor; a pleasant walk by an excellent road, affording fine views all the way. The roadway of the bridge is 100 feet above high water, and the stretch between the piers is 550 feet. It was built by Telford (1819–1825), and still remains one of the most admirable works of its class.

The *Britannia Tubular Bridge*, one of Stephenson's most famous achievements, is a mile farther from Bangor, where the channel is somewhat wider. The two longer spans are 460 feet each, the two shorter ones

half as long, and the roadway is 101 feet above the water. It was finished in 1850, at a cost exceeding £620,000. There is a remarkably fine view (see Hoppin's "Old England," p. 6) from the roof of this bridge.

From this point, if one has the time, let him continue the walk some seven miles further to CARNARVON, returning by rail (9 miles) to Bangor; or the whole excursion may be made by rail. The town, with its castle and walls, was begun by Edward I. about 1283. The walls remain almost entire, and the castle is one of the noblest ruins in Great Britain. The walls, 8 to 14 feet thick, and enclosing an area of three acres, with the thirteen massive towers, are externally in complete preservation, and much of the interior remains as in the olden time. Here Edward II., the first Saxon Prince of Wales, was born, though not in the *room* pointed out by tradition, as he built that part of the castle himself after he became king. The view from the Eagle Tower is worth the walk from Bangor. Not far from the castle are the ruined walls of a Roman fort, and also the site of the Roman station of *Segontium*.

CONWAY, 14 miles from Bangor, is another old town, and the walls, with their towers and gateways, are well preserved. There are some curious old houses, the most interesting of which is the *Plas Mawr* or "Great Hall," a good specimen of domestic Elizabethan architecture. The interior, with its panelled walls and carved decorations, is readily shown to tourists. Of the *Castle*, erected in 1284 by Edward I., Hawthorne says: "Nothing ever can have been so perfect in its own style, and for its own purposes, when it was first built; and now nothing else can be so perfect as a picture of ivy-grown peaceful ruin." Here also is a *Suspension Bridge*, built by Telford, and a *Tubular Bridge* by Stephenson, similar to those at Bangor, but on a smaller scale.

LLANDUDNO, the most *fashionable* of Welsh watering-places, is 4 miles from Conway, near *Great Orme's*

Head (680 feet high); and at HOLYWELL (28½ miles from Conway), is *St. Winifred's Well*, long reckoned one of the seven wonders of Wales.

Other Excursions in Wales

Instead of returning by rail from *Carnarvon* to *Bangor*, as above, the following route may be taken: by rail (10 miles) to *Llanberis*, "the Chamouni of Wales," whence the ascent of *Snowdon* (3571 feet), 5 miles distant, may now be made by railway; thence, through the wild *Pass of Llanberis*, 10 miles, to charming *Capel Curig;* thence, by coach or on foot six miles to BETTWS-Y-COED, one of the loveliest places in Wales. From there it is 16 miles by rail to *Conway;* but if time will permit, instead of going through by rail, take the train to *Llanrwst* (4½ miles), and walk from there to *Trefriw* (2½ miles), whence a small steamer runs on the Conway River to Conway (10 miles). The excursion, though a short one, takes you through some of the wildest and some of the most beautiful scenery in Wales. By motor bus from Dolgelly to Bettws-y-Coed is an interesting trip.

The famous VALLEY OF THE WYE in South Wales may be best visited from *Gloucester* or *Hereford*, stopping at ROSS, which is on the railway between those cities, 18 miles from the former and 12 from the latter. Ross is in the midst of the loveliest scenery of the Wye, and was the home of Pope's "Man of Ross," whose tomb is in the parish church. A delightful excursion may be made by coach (or on foot) down the valley to MONMOUTH, 10 miles from Ross; and thence to CHEPSTOW, near the mouth of the river, about twelve miles further. The ruins of *Tintern Abbey*, one sight of which is ample recompense for the cost of the entire excursion, are passed *en route*, 4 miles before reaching Chepstow. *Raglan Castle*, one of the most picturesque of ruins, is 7 miles by rail from Monmouth; and *Chepstow Castle*, on a height above the town that gives it its name, is hardly less attractive.

ENGLAND

Liverpool to Chester

If the tourist lands at Liverpool,[1] he may well give a day to the great commercial city. The chief objects of interest are the immense *Docks*, the outer walls and lofty warehouses of which he has seen while steaming up the river; the *Exchange*, one of the most elegant buildings of its class in all Europe; the new *Municipal Offices*, in Dale Street, and *St. George's Hall*, equally admirable in their way; *Brown's Free Library*, with the *Museum* in the same building, containing a large and well-arranged collection of natural history, of objects of ancient and mediæval art, of coins, of pictures and sculpture, etc.; the *Equestrian Statue of Prince Albert* and the colossal *Lions* in front of St. George's Hall; *St. James's Cemetery;* the new *Lime Street Railway Station and Hotel*, etc. St. George's Hall has one of the largest organs of the country, to be heard on certain evenings for a sixpence. There are some fine modern churches, but no very old ones. *St. Nicholas* stands on a site that has been occupied by chapels and churches ever since the 11th century, but the present edifice dates back only to 1744. *St. Peter's* was consecrated in 1704, which may be "old times" in America, but not in England. Indeed, one hardly feels that he is in the "Old Country" while he is in Liverpool. Everything is modern and, except for the little things that seem novel to the Yankee, not essentially unlike New York or Boston. If he wants to feel himself really in a foreign land, let him *go to Chester*.

[1] The London and North Western Railway company shows a good deal of enterprise in providing for the comfort and convenience of American tourists — running special trains to and from the Liverpool steamships, checking baggage through between this country and Europe, arranging special tours in the British Isles, to Paris, etc. They have established an office in New York, at 287 Fifth Avenue (Mr. A. G. Wand, Agent).

It is the best possible entrance to the England of his dreams, the England that he has so long desired to see, and upon whose threshold he stands at last.

CHESTER is about 15 miles by rail from Liverpool. If you prefer walking, cross the Mersey by *Rock Ferry*, and take the road through *Bebbington*, *Eastham*, etc. In Hawthorne's "English Note-Books" there is a pleasant account of a walk to Bebbington, and of one to Eastham, — "the finest old English village I have seen," the author says.

Chester was one of the chief military stations of the Romans in Britain. They called it *Civitas Legionum*, the City of the Legions. The Saxons knew it as *Legeceater* (the *castra*, or fortified camp, of the *legions*) and the Welsh as *Caerlleon*, which means the same. It was utterly demolished by Æthelfrith, King of the Northumbrians, in 607, and remained "a waste chester" (for the word was not then a proper name) for three centuries. The Danes made its ruined walls a stronghold against Alfred and Æthelred; and the Lady of the Mercians, the daughter of Alfred and wife of Æthelred, recognizing the importance of the site, built it up again. It was the last city in England to hold out against William the Conqueror, who subsequently made his nephew Hugh Lupus Earl of Chester, and gave him jurisdiction over the country. He repaired the walls, and built a castle. In the Civil Wars, the city adhered to the royal cause, and was besieged and taken by the Parliamentary forces in 1645.

The Walls completely surround the city, a circuit of nearly two miles, forming a delightful promenade from which are obtained the best views of the Cathedral and of the country round about. The ascent to the walls is by a flight of steps on the north side of the Eastgate. The *Phœnix Tower*, near the starting point, bears the inscription: *King Charles stood on this tower Sept. 24, 1645, and saw his army defeated on Rowton Moor.* There is a good view from the top. Farther on is the outlying *Water Tower*, once washed by the Dee,

and now containing a small museum, with some interesting Roman remains in the garden outside.

The Rows are a curious and unique feature of the two main streets running through the city at right angles, perhaps on the same lines as those of the Roman *castra*. Besides the ordinary sidewalk of these streets there is a continuous covered gallery through the front of the second story of the houses. On this "upstairs street" all the better class of shops are situated, the others being underneath, on the level of the roadway.

The Old Houses, with their timber fronts and carved gables, will be seen in walking about the city. Among these the mansion or "Palace" of the old Earls of Derby, near the Watergate, now occupied by the humblest class of tenants, is the oldest, and is richly carved on the front.

The *Castle* retains little of its original form, having been replaced by modern armories, barracks, etc., and is seen sufficiently from the walk on the Walls. The tower known as "Cæsar's Tower" is a remnant of the ancient edifice.

The *Yacht Inn*, near the Watergate, "was for a long period of time the principal inn of Chester, and was the house at which Swift once put up, on his way to Holyhead, and where he invited the clergy to come and sup with him. . . . On one of the window-panes were two acrid lines written with the diamond of his ring, satirizing those venerable gentlemen, in revenge for their refusing his invitation" (Hawthorne).

The *Cathedral*, though not one of the largest in England, has many interesting features. It was originally the Abbey Church of St. Werburgh (or Werburh), whose relics were brought to Chester in 875. The first church upon the site appears to have been built in the 10th century. It was rebuilt in 1095, and the walls of the north transept are remnants of that structure. Having again fallen into decay, it was replaced by the present church. The work upon this began before

1194, and the choir and central tower were finished in 1211. The architecture of the Lady Chapel, Refectory, and Chapter House shows that the work went on steadily through the first thirty years of the 13th century. Between 1485 and 1537 the nave was greatly altered, and the upper part of the central tower rebuilt. The whole eastern part of the church is Early English in style, the rest Decorated, with Perpendicular additions and alterations. The stalls in the choir are rich Perpendicular work of the 15th century, unsurpassed in its way. The stained glass is all modern. In the Refectory the original lector's pulpit with its staircase remains; one of the best examples in England. There have been extensive restorations of the Cathedral within a few years, under the superintendence of the late Sir G. G. Scott and Mr. Blomfield. Near the west end of the nave are hung the old colors of the 22d (or Cheshire) regiment, carried at the taking of Quebec and at Bunker's Hill.

St. John's Church is even more ancient than the Cathedral, having been built in the 11th century. The nave is an admirable specimen of Norman work. The choir and transepts, now in ruins, were destroyed by the fall of the central tower in 1470. The fine northwest tower fell in 1881. *Trinity Church* contains the tombs of the poet Parnell and Matthew Henry the commentator.

The *Grosvenor Park*, on the banks of the Dee, was the gift of the late Marquis of Westminster, to whom a statue has been erected by the city.

Eaton Hall, seat of the Duke of Westminster, about three miles from Chester, is one of the most ornate mansions in England. Tickets to view the Hall and grounds may be obtained at the entrance (1*s*.), the receipts for which are devoted to charitable purposes. Walk or drive to the Hall through the Park, entering at the Grosvenor Gateway (a copy of the Abbey Gate of St. Augustine at Canterbury), not far from the Grosvenor Bridge. One may also go by steamer on the Dee.

Chester to the Lake District

If one *walks* from Liverpool to Chester, he can leave his luggage at the former place and return thither from Chester. If he goes to Chester by rail, he may as well go directly from there, *via* Warrington, to the Lakes.

From Liverpool to *Kendal Junction* (*Oxenholme*) is 77 miles; and thence by branch railway to *Windermere* 10 miles (fares through, about 13*s.* and 11*s.*), and to *Bowness* by omnibus, 2 miles. BOWNESS is a pretty village on the shore of *Lake Windermere*. There is a lovely view of the lake and the mountains at its head from the front of the school-house on a hill east of the village. A steamer makes the circuit of the lake (2½ hours; 3*s.*, 2*s.* 6*d.*) several times a day. There are motor cars from Bowness to Windermere; to Keswick twice daily; to Grasmere and Ambleside several times daily. Another approach to the lakes from the south (to be preferred if one wishes to see *Furness Abbey*, if not in other cases) is by branch railway from *Carnforth* (13 miles below Oxenholme on the road from Liverpool) to *Lake Side* on Lake Windermere (27 miles; fares through about the same as by the other route); and thence by steamer to Bowness or Ambleside. There are beautiful views of the estuaries of the Kent and the Leven from the railway.

For *Furness Abbey*, one makes a digression from this route at *Ulverston* (7 miles by rail and back) before going on to Lake Side. The Abbey was founded in the 12th century, and its ruins are extensive and picturesque.

AMBLESIDE, a charming seven-mile walk from Bowness, is a favorite centre for excursions. *Rydal Mount*, the home of Wordsworth (not shown to visitors), is about a mile from the village. To *Fox How*, the late Dr. Arnold's residence, is a somewhat longer but even pleasanter walk. To *Loughrigg Tarn* is another delightful excursion; or to the top of *Loughrigg Fell* (1000 feet), which rises on the west of Ambleside.

GRASMERE, four miles from Ambleside, is a lovely little village at the head of *Grasmere Lake*. Here Wordsworth with his sister and his daughter Dora are buried; and Hartley Coleridge also. Somewhat out of the village is Dove Cottage, where Wordsworth spent the first years of his married life, and where De Quincey afterwards lived. The road up *Dunmail Raise* was a favorite walk of the poet's. The summit of the pass is 3 miles from Grasmere and about 780 feet high. This is our direct road to *Keswick* (9½ miles further, or 16 from Ambleside) and the excursion from Ambleside may be made by the coach; but it is better to walk, sending luggage by the coach. From a summit called *Castle Rigg*, a mile before reaching Keswick, there is an extensive view, taking in the Lakes of Derwentwater and Bassenthwaite, with the valley of the Derwent between them, the heights of Skiddaw, and the Newland Mountains. Gray declared that, on leaving Keswick, when he turned round at this place to take a parting look at the landscape, he was so charmed that he "had almost a mind to go back again."

KESWICK is on the Greta, a mile from Derwentwater. *Greta Hall*, the residence of Southey, is near the village, and he lies buried in the churchyard of the ancient parish church, about three quarters of a mile distant. There are many beautiful walks in the neighborhood; in fact, a walk in any direction is certain to prove a beautiful one. A mile and a half from the village, by the old road to Penrith, on a commanding height, is a *Druidical Circle*, measuring 100 feet by 108, with 38 stones forming the circle and 10 within it. Of the longer excursions, perhaps none is more attractive than that to *Borrowdale*, by the east side of Derwentwater. On the way we visit the *Falls of Lodore*, and see "how the water comes down," as Southey has sung. On the Lake View Road at Keswick, commanding a fine view, is one of the most beautiful nursery gardens in England, where the white heather is raised in profusion.

The ascent of *Skiddaw* (3022 feet) is best made from Keswick. The distance is six miles by an easy road, and ladies often go up on horseback.

Ullswater is the second in size of the English lakes, and *Derwentwater* the loveliest, with Skiddaw at one end and Helvellyn at the other.

From Keswick the tourist can go by rail (18 miles) to *Penrith* (1st class 3*s*. 5*d*., 3d class 1*s*.), where he is again on the direct route to Carlisle and Scotland.

The Lake District is a labyrinth of attractive excursions, amid which a month could be agreeably spent. The route sketched above affords a glimpse of the varied attractions of the region, and need occupy but two or three days, if one cannot give it more. For a longer stay a local guide-book is indispensable. *Baddeley's* is perhaps the best; and Professor Knight's "English Lake District as Interpreted in the Poems of Wordsworth" will be found a delightful companion to it.

Penrith to Carlisle

PENRITH is an interesting old town (*Eden Hall*, with its famous legendary goblet, is 4 miles to the northeast), but the vacation tourist will probably wish to proceed directly by rail to *Carlisle* (18 miles), where, by stopping over a train, he can visit the Cathedral.

CARLISLE is a venerable city of British origin; later it was a Roman station. It was the seat of the ancient kings of Cumbria. About 900 it was destroyed by the Danes and for two centuries remained desolate. Thence to the union of England and Scotland it was much involved in the border wars, and often besieged. The Norman keep of the *Castle* (now used for barracks) is said to have been built by William Rufus, and Mary Queen of Scots was confined in it after the battle of Langside.

The early history of the *Cathedral* is not well known. Of the nave, which was Norman, only a small portion remains. The walls and windows of the choir are

Early English (1219–1260?), other portions being early and late Decorated (1292–1395). The upper part of the tower is Perpendicular (1400–1419). The "flamboyant" east window has been called the most beautiful in the world. The matchless tracery above still retains the old glass of the reign of Richard II., but the lower lights are filled with a memorial of Bishop Percy, placed there in 1861. The abbey gate-house still stands, bearing the name of Prior Slee and the date 1527; the prior's lodge (rebuilt about 1507) is now the deanery; while the refectory (about 1490) is now used for the choir school and chapter-house.

SCOTLAND

Carlisle to Glasgow by Dumfries and Ayr

ON the way to Glasgow a slight *détour* will enable one to visit Ayr and its vicinity, or "the land of Burns," as it is often called. On the way we pass through DUMFRIES, where he died after a residence of five years, and where a monument was erected to his memory in the old churchyard of St. Michael's church. A few miles from the town is the farm of *Ellisland*, which he occupied for some time as a tenant, and where he wrote "Tam O'Shanter" and "To Mary in Heaven." Dumfries is 33 miles from Carlisle (1st class 5*s.*, 3d class 2*s.* 9*d.*). If time will not permit a stop here, take a ticket from Carlisle to *Mauchline* (81½ miles; 1st class 13*s.* 8*d.*, 3d class 6*s.* 9½*d.*), whence there is a branch to Ayr (11 miles). *Mossgiel*, the farm where Burns lived from his 25th to his 28th year, and where he wrote his principal poems, is about a mile north of Mauchline. The churchyard of Mauchline was the scene of the "Holy Fair," and here dwelt John Dow, Nanse Tinnock, "Daddie Auld," and other characters that he has immortalized. The cottage of Poosie Nansie, the scene of the "Jolly Beggars," is still pointed

out; also the house of his early friend Hamilton, in which he wrote the satirical poem of "The Calf," and where also he was married. Two miles from Mossgiel, on the north bank of the Ayr, are the "Braes of Ballochmyle," where the poet met "The Lass o' Ballochmyle." The river scenery about here is very beautiful, and the whole region is redolent of Burns, as the Lake District is of Wordsworth.

After walking (or riding) about Mauchline and its vicinity, proceed by rail (if time permits, via *Kilmarnock*, where there is a fine monument to Burns and a "Burns Museum") to Ayr.

AYR is on the sea-coast, at the mouth of the river Ayr, which is crossed by the "Twa Brigs." The "auld Brig" is said to have been built about 1450, and the new one was erected in 1788. The old "Wallace Tower" was taken down in 1832, and replaced by a Gothic structure, in whose top are the "Dungeon Clock" and bells, which in the poet's time were in an old steeple in the Sandgate.

Two miles from Ayr is the cottage which was the birthplace of Burns. It had then but two rooms, and in the *kitchen* we are shown the recess in which the poet was born. Not far from here is "Kirk Alloway," now wholly roofless, though the side walls and gable ends are quite entire. The "Auld Brig," made famous by "Tam O'Shanter's Ride," is a few minutes' walk from the Kirk, a little further up the river than the new bridge, built since the time of Burns. On an elevated site near by is the *Burns Monument*, in an ornamental garden.

Excursions may also be made (from Ayr or from Mauchline) to the "Castle o' Montgomery," as Burns calls it, where his "Highland Mary" lived as dairymaid; to the scene of "Death and Doctor Hornbook" near Tarbolton; and to various other localities to which our attention is sure to be called while in the vicinity.

From Ayr to Glasgow is 41½ miles by rail (5*s.*, 2*s.* 6*d.*). On the way (7 miles from Glasgow) is PAISLEY,

noted for its manufactures of shawls and woolen goods, cotton thread, etc. The *Abbey* (founded in the 12th century) is an interesting relic.

Glasgow is the industrial and commercial metropolis of Scotland, and the third city in Great Britain in population and wealth. In 1801 the population was about 83,000; now it exceeds half a million. Among its many industries, the building of iron ocean and river steamers is one of the most important. Other extensive manufactures are brewing, dyeing, bleaching, etc. The St. Rollox Chemical Works cover 15 acres of ground, and other concerns of the kind rival these in extent.

The *Cathedral* (see Scott's "Rob Roy"), built in the 12th century, is by far the most interesting of the public buildings. The crypt is one of the finest in existence. All the windows of the cathedral are filled with modern stained glass, mostly from Munich.

The *Necropolis* is an ornamental cemetery on the height near the cathedral, approached by the "Bridge of Sighs." Among the monuments is a lofty column to the memory of John Knox. There is a fine view of the city and its suburbs from the top of the hill.

In *George Square* are the new Municipal Buildings, the Post Office, the Bank of Scotland, and a monument to Walter Scott, bearing a colossal statue of the poet; also bronze statues of Sir John Moore, Lord Clyde, James Watt, Sir Robert Peel, William Pitt, Dr. Graham, Robert Burns, Thomas Campbell, Dr. Livingston, and others, with equestrian statues of Queen Victoria and Prince Albert. In front of the Exchange there is an equestrian statue of the Duke of Wellington.

The beautiful *West-end Park*, laid out by Sir Joseph Paxton, includes the "Kelvin Grove" commemorated in song. The *Botanic Gardens* are also attractive, and the collection of foreign plants is quite complete.

The magnificent *University*, on the hill beyond the Kelvin, in the Early English style, is the grandest mod-

ern building in Scotland. The museum and library are of much interest. The Botanic Gardens are in the same elegant quarter, also the fine *Art Galleries*.

A very pleasant excursion may be made from Glasgow to *Hamilton Palace* and *Bothwell Castle*. It is half an hour by rail to Hamilton, and close to the town is the Palace, the seat of the Duke of Hamilton and Brandon, an elegant building, shown only by special permission. The Park is open on Tuesday and Friday.

On the way from Hamilton to Bothwell (about 4 miles by road or rail) we cross the Clyde at *Bothwell Bridge*, the scene of the famous battle, in 1679, between the royal forces under the Duke of Monmouth and the Covenanters, described in "Old Mortality." Near by, in the manse of Bothwell village, Joanna Baillie, "the sister of Shakespeare," was born.

Bothwell Castle (open on Tues. and Fri. 9–5) is on the bank of the Clyde, a mile or so from the village. It is a picturesque relic of Norman architecture, in a setting of landscape whose charms have been a favorite theme of Scottish song.

Another delightful excursion is to *Lanark* (26 miles by rail), and thence by carriage or on foot to the *Falls of the Clyde*.

Glasgow to Edinburgh, by Loch Lomond, the Trosachs, and Stirling

Through tickets (1st class 21*s*.·2*d*., 3d class 17*s*.; good for 7 days) are sold for this charming excursion, which may be accomplished in a single day, allowing a stop of several hours at Stirling. The route is as follows: by rail (from Central Station, Glasgow), to *Balloch* (20 miles), thence by steamer over Loch Lomond to *Inversnaid* (21 miles), thence by coach (5 miles), to *Loch Katrine*, over which (7½ miles) a little steamer runs, connecting with coach to *Callander* (9½ miles). Thence, after an hour's delay for dinner, by rail (16 miles) to *Stirling*, and by a later train to *Edinburgh* (36 miles). It is better, however, to spend at least two

days on the route, and many prefer to *walk* over the portions usually travelled by coach. Spend the night at Stronachlachar (head of Loch Katrine) or the Trosachs, if you prefer to linger in the vicinity of Lochs Lomond and Katrine; at Callander (or at Dunblane), if you wish to have more time between there and Stirling, or at the latter place.

The railway from Glasgow to Balloch passes through *Dumbarton* (16 miles), where you get a glimpse of the famous old *Castle*, on a rock rising abruptly 560 feet above the Clyde. From the top there is an excellent view of the town, the river, and Ben Lomond in the distance. The walk from here to Balloch (about 5 miles), through the "vale of Leven," is a beautiful one. Near the village of *Renton* Smollett, the novelist, was born.

Loch Lomond, with its lovely islands and the hills and mountains round about it, is the pride of Scottish lakes. If you wish to climb *Ben Lomond* (3192 feet) stop at *Rowardennan*. It is a walk (or ride by pony) of four miles from the hotel at the pier to the summit; and if the weather is clear, the view will richly repay you for the tramp. The descent may be made to *Inversnaid*, following the shore of the lake most of the way.

"Rob Roy's Prison" is a small cave in the shore on the right, about halfway between Rowardennan and Inversnaid. *Tarbet* on the opposite shore is a favorite stopping-place with tourists.

At INVERSNAID the *Falls* near the hotel, the scene of Wordsworth's poem of "The Highland Girl," may be seen by walking by a foot-path up the hill while the coach is toiling up by the highway.

On the road to Loch Katrine, the cottage where Helen MacGregor, Rob Roy's wife, was born, is pointed out; and a little to the north are the ruins of *Inversnaid Fort*, built in 1713 to check the MacGregors, and once the quarters of General Wolfe.

At *Stronochlachar Pier* we take the tiny steamer

that plies to and fro on Loch Katrine. The *Silver Strand* and *Ellen's Isle* of "The Lady of the Lake" are pointed out *en route*, with *Ben Venue* (2386 feet) and the other

> — "mountains that like giants stand
> To sentinel enchanted land."

The Trosachs (or *Trossachs*) are a wild gorge extending from where you leave the steamer to the *Trosachs Hotel*, a distance of about a mile. A mile and a half more brings you past the lovely *Loch Achray* to the *Brigg of Turk*. A little farther on —

> "*Duncraggan's huts* appear at last
> And peep, like moss-grown rocks, half seen,
> Half hidden in the copse so green."

A mile from here you come to *Loch Venachar*, with a view of *Benledi* (2875 feet) on the left of the road; then (2½ miles) to *Coilantogle Ford*, "Clan-Alpine's outmost guard," where Roderick challenged Fitz-James to single combat. From this point it is but 2½ miles to Callander. From *Callander Bridge*, near by, there is a magnificent view of Benledi. The *Falls of Bracklinn* are about 2 miles northeast from Callander, and there are many other attractive excursions in the neighborhood.

If you spend the night at Callander, you will do well to take the train next morning for *Dunblane* (11 miles), and walk from there to Stirling (5 miles) by way of *The Bridge of Allan;* or take the evening train to Dunblane, and spend the night there.

DUNBLANE, finely situated on the banks of the Allan, is chiefly noted for its *Cathedral*, which has been restored. The tower, which bears the marks of Norman work, is the oldest part.

THE BRIDGE OF ALLAN is a very popular watering-place, with mineral springs and a mild climate. There is a tramway from here to Stirling.

Another route from the Trosachs to Stirling (same fares through from Glasgow) is by coach (7 miles) to *Aberfoyle*, and thence by rail (21½ miles). This cov-

ers less of the "Lady of the Lake" country, but more of that connected with "Rob Roy."

STIRLING has a pleasant seat on an eminence near the river Forth. The *Castle*, on the brow of a precipitous rock that rises yet higher, is no less interesting for its natural attractions than for its historical associations. The view from its walls on a fine day is unsurpassed in Great Britain. On the west is the vale of Menteith, bounded by the Highland mountains, — Ben-Lomond, Ben-Venue, Ben-A'an, Benledi, Benvoirlich, and Uam-Var; to the north and east are the Ochil Hills and the windings of the Forth; to the south the Campsie Hills; while the nearer view includes the town at our feet, the ruins of Cambuskenneth Abbey, the Wallace Monument and Abbey Craig, and the Bridge of Allan. The field of Bannockburn, too, is seen so perfectly that nothing is to be gained by visiting it, though it is only about two miles distant.

The castle was the birthplace of James II. and of James V., who was crowned here; and it was the favorite residence of James IV. In the "Douglas Room" James II. assassinated William, Earl of Douglas, and you are shown the window through which the lifeless body was hurled to the garden beelow.

The *Cemetery* on the south side of the esplanade contains some interesting monuments; and beyond this is the old *Greyfriars' Church*, built in 1494 by James IV., and a good specimen of the Gothic of that period. Within its walls James VI. was crowned, July 29, 1567, and John Knox preached the coronation sermon.

In the town may be seen *Argyll's Lodging*, in Broad Street, the home of the poet Sir William Alexander, who in 1632 was made Earl of Stirling, and later of the Argyll family; also *Mar's Work*, built by the Earl of Mar, a curious structure with quaint sculptures and inscriptions.

Abbey Craig, 560 feet high, on whose top is the

Wallace Monument, a lofty baronial tower rising 220 feet higher, is easily reached by the tramway to the Bridge of Allan.

Glasgow to Oban, via Dunoon, Rothesay, Ardrishaig, and the Crinan Canal

This is a very popular route. The elegant saloon steamers *Columba* and *Iona* leave Glasgow at 7 A. M. (or you can take train at 8.20 A. M. for *Greenock*, meeting the steamer there), and reach Oban by 5 P. M. (fare, 13*s.*; return tickets, 21*s.*). The steamer touches at *Greenock*, at the lively watering-place of *Dunoon*, where a ruined castle overlooks the river, at *Inellan*, and at *Rothesay*, before entering the *Kyles of Bute*, a narrow strait between the island of Bute and the coast of Cowal. The scenery here is remarkable for its varied beauties. We next reach *Tarbert* (where a daily steamer for *Islay* and a daily coach for *Campbeltown* connect), and then *Ardrishaig*, at the south-eastern end of the *Crinan Canal*, 9 miles long, formed to avoid the circuitous passage of 70 miles round the Mull of Cantire. At its other end we come to *Crinan*, and the striking scenery of the bay of Crinan. Dinner is served on board (for 3*s.*), while the steamer keeps on her way towards Oban. Passing through the sound of Luing, we get a view of *Benmore* (3170 feet), the highest mountain in Mull. Some miles farther on, we sail through a very narrow strait between the islands of *Easdale*, celebrated for its slate quarries, and *Seil*, whose shores rise on the right in huge columnar masses. As we approach *Kerrara Island* the mountains of Mull come grandly into view, and on the right *Ben Cruachan* appears with its double peak. Kerrara forms a natural breakwater to the bay of Oban.

OBAN, a great rendezvous for tourists, is shut in by hills, from which the views are varied and beautiful. *Dunolly Castle* (1 mile; open Mon., Wed., and Fri.), with its handsome grounds, is worth a visit.

Oban to Staffa and Iona

If the tourist can give but one day more to this vicinity before returning to Glasgow, let him by all means make the excursion to Staffa and Iona. In fine weather the sail takes about ten hours, allowing an hour each at Staffa and Iona (15*s.*, including landings).

On this trip the *Isle of Mull* is completely circumnavigated. About 8 miles from its western coast is STAFFA, with the world-renowned *Fingal's Cave*, which in calm weather is visited by small boats from the steamer.

IONA, or *Icolmkill*, an islet 9 miles to the south of Staffa, is famous as an early seat of Christianity, a monastery having been founded here by St. Columba in the sixth century. Among the ruins are those of the *Cathedral of St. Mary*, probably built in the early part of the 13th century. *Maclean's Cross* and *St. Martin's Cross* are the only survivors of the 360 sculptured stone crosses which are said to have adorned the island, but which were thrown into the sea about 1560 by order of the Synod of Argyll.

For many attractive side excursions, and also for tours in the north of Scotland, see the local guidebooks, which may be bought on the steamers.

Oban to Glencoe

This is another of the excursions from Oban that may be accomplished in a single day. A steamer leaves daily for *Ballachulish* (26 miles), whence coaches run to *Glencoe* and back to the steamer, which returns to Oban in the evening. This wild region, so remarkable for its scenery, is no less renowned as the scene of the horrid massacre (in 1692) of the clan inhabiting it.

Oban to Inverness by the Caledonian Canal

If it is possible to give even more time to Scotland, there is no more attractive excursion than the one through the *Caledonian Canal*, which extends from

the Atlantic to the German Ocean; a distance of 60½ miles, of which 37½ are over lakes and rivers, the remainder being artificial. The depth of water is 17 feet, and large and swift steamers ply regularly from each end. The trip may be made in one day (11¼ hours) from Oban, but many prefer to leave Oban in the evening for *Banavie*, or *Fort William*, spending the night there, and proceeding to Inverness next morning. Fares, 22*s*., 10*s*. 6*d*.; return 33*s*., 16*s*.

Banavie, the southern terminus of the Canal, is a mile (omnibus) from *Corpach*, where the steamer from Oban stops. *Ben Nevis* (4406 feet), the highest mountain in Scotland, may be ascended from here (8 miles) in about 3½ hours.

Leaving Banavie by steamer on the Canal we soon pass (right) the ruins of *Tor Castle*, an ancient stronghold of the Camerons. A few miles farther on, two locks admit us to *Loch Lochy*, which is 10 miles long and about one broad. From this a canal of two miles leads to *Loch Oich*, about 4 miles in length, the central and most elevated lake of the great chain. On its western shore are the picturesque ruins of *Invergarry Castle*, burned in the rebellion of 1745. From the end of *Loch Oich* we descend by seven locks to *Fort Augustus* on *Loch Ness*. The distance through the locks is two miles, and as the steamer is an hour and a half on the way, one can *walk* at leisure over this part of the route.

Loch Ness is nearly 24 miles long, with an average breadth of 1¼ miles. It is very deep (130 fathoms in some parts) and never freezes. At the *Pier of Foyers* the steamer makes a stop to allow a view of the celebrated *Fall of Foyers*, or the "Fall of Smoke," as it has been called. There are two falls, the lower one making a leap of 90 feet into a wild linn shut in by gigantic rocks; the upper one about 30 feet high, with an aerial bridge spanning the chasm.

From this point there is a delightful road to Inverness (18 miles), and the pedestrian may prefer to

spend the remainder of the day here, and walk to Inverness the next day.

A few miles beyond Foyers, the ruins of *Urquhart Castle* are seen on the opposite shore, and 8 miles from here a narrow channel, only a quarter of a mile long, leads from Loch Ness into *Loch Dochfour*, the last and least of these lakes. From this another piece of canal, about 4 miles long, brings the steamer to her pier at *Muirtown*, where omnibus and cabs are in waiting to take us to *Inverness*, 1¼ miles away.

INVERNESS, "the capital of the Highlands," is not particularly interesting in itself, but the vicinity has many attractions for the tourist who can make a stay here; as, *Culloden Moor*, with its battle-field (5 miles), *Cawdor Castle*, made memorable by Shakespeare (about 20 miles), etc.

Inverness to Edinburgh

From Inverness the vacation tourist will probably wish to go at once by rail to *Edinburgh* by the beautiful Highland and Caledonian railways via Perth (27*s.* 8*d.*, 13*s.* 8½*d.*).

In the famous *Pass of Killiecrankie*, which begins not far beyond *Blair-Athole* station (73 miles from Inverness), secure a seat on the *right* side of the railway carriage, in order to see the remarkable river scenery; or you may leave the train at *Blair-Athole* and *walk* through the Pass to *Pitlochrie* (6¾ miles), taking the next train from that station.

Should you intend to take the trip through the Caledonian Canal, it will be best *on the excursion to Loch Lomond, the Trosachs*, etc., to return to Glasgow direct by rail *from Stirling* (about 30 miles) instead of proceeding to Edinburgh. If you prefer it, you can let that excursion end *at Callander*, returning from there to Glasgow by the route you have come. You can then visit *Stirling* on the way from Inverness to Edinburgh; remembering to take tickets at Inverness for the *Stirling* route, *not* via *Fife*.

If pressed for time, go by rail from *Callander* to *Oban* (70 miles; 13*s.* 1*d.*, 5*s.* 10*d.*) by a most picturesque route, and then over the Canal, as above.

Edinburgh and its Vicinity

EDINBURGH may be "done" in a single day; but it would be better to give it at least double that time, even at the sacrifice of some of the minor excursions mentioned above.

One's first walk in Edinburgh should be to the *Calton Hill*, whence you have a good view of the city and its suburbs. If you would get a broader prospect, ascend *Nelson's Monument* (3*d.*), the top of which is 450 feet above the sea. The other noticeable things on the Hill are the unfinished *National Monument*, the *monument to Dugald Stewart*, the *High School*, and *Burns's Monument*, opposite the High School.

The *Castle* is another point from which a fine view is obtained, and within its walls are exhibited (free) the ancient *Regalia* of Scotland; also *Queen Mary's Room*, in which James VI. was born; *Queen Margaret's Chapel*, one of the oldest chapels in Scotland (built about 1100), recently restored; *Mons Meg*, a gigantic cannon used at the siege of Norham Castle in 1497, etc., etc.

The walk from the Castle down the High Street to *Holyrood* is very interesting. *St. Giles's Church*, seen on the way, is the ancient parish church of Edinburgh (12th century). It has suffered much from "restorations," but the spire retains its mediæval beauty. The *Parliament House* should be visited for the "Great Hall," with carved oaken roof, statues, and portraits. *John Knox's House* (built in 1490), *Moray House*, the old mansion of the Earls of Moray, and the *Canongate Tolbooth* (1591) are curious relics of the olden time. In the *churchyard of the Canongate Church* are the graves of Dugald Stewart, Adam Smith, the poet Ferguson (whose gravestone was erected by Robert Burns), and others.

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Holyrood Palace and Abbey are open at 10 A. M. daily, free. You are conducted by a guide through the Picture Gallery, Lord Darnley's Rooms, the Tapestry Room (portion of the palace built by Charles II.), *Queen Mary's Apartments* (where Rizzio was murdered and his blood still stains the oaken floor — if you have faith to believe that part of the story), and the *Chapel Royal*, which is a beautiful fragment of the ancient Abbey founded in 1128. Here Charles I. was crowned in 1633, and here, in the royal vault, repose David II., James II., James V. and his queen, and Henry, Lord Darnley.

Arthur's Seat, beyond Holyrood, is 822 feet high, and the view well repays the walk to its top. There is a good carriage road round the hill. The ruined *St. Anthony's Chapel*, on the way up, is associated with incidents in Scott's "Heart of Midlothian."

The ancient *University*, the *Royal Institution* (antiquities, sculpture, etc.), the *National Gallery*, *Greyfriars' Churchyard* (where Allan Ramsay, Robertson the historian, Black the chemist, Dr. Blair, and other eminent Scotsmen are buried), *Heriot's Hospital* (founded by the "Jingling Geordie" of "The Fortunes of Nigel"), *St. Mary's Cathedral* (the masterpiece of Sir G. G. Scott), *Scott's House* in Castle Street, and the magnificent *Waverley Monument* on Princes Street, will also attract the stranger. From the *Botanic Garden* there is a fine view of the city.

A delightful excursion may be made from Edinburgh to *Hawthornden* and *Rosslyn* (or *Roslin*). Take the train for *Hawthornden* station (a circuitous route of 11 miles; 1*s*., 10*d*., 8*d*.), which is very near the entrance to *Hawthornden House*. This charming place (admission, 1*s*.) was the residence of the poet Drummond, and hither Ben Jonson walked all the way from London to visit his friend and see Scotland. *Roslin Chapel* (6*d*.) is reached by a foot-path along the bank of the lovely Esk. It was founded in 1446, and is one of the most elegant remains of the Gothic architecture of

Scotland. Near by are the mouldering walls of *Roslin Castle* overhanging the river. Return to Edinburgh (7 miles) on foot, by coach, or by rail, as you please. The walk will take you through some of the pleasantest of the suburbs; and if you choose the road by *Morningside* (also reached by tramway), you can see the *Bore Stone*, to which the royal standard was fixed when James IV. arrayed his army there before his departure for Flodden Field. You may also ascend *Blackford Hill* (now a public park), which affords a beautiful prospect of the city and the surrounding country and waters. If you are tempted to linger here, you may recollect that —

> "Still on the spot, *Lord Marmion* stayed,
> For fairer scene he ne'er surveyed."

The quaint fishing village of *Newhaven* (2 miles by tram or rail) is also worth seeing, if time permits.

Edinburgh to Melrose, Abbotsford, and Dryburgh

This excursion may be taken *en route* for England. Take your ticket for *Melrose* (35 miles). The Abbey is a few hundred yards N. of the station. *Abbotsford* (2 miles) is reached by coach. *Dryburgh Abbey* (4 miles) is also reached from Melrose on foot, or by coach, but it is quite a long walk from the entrance gate to the Abbey, which is in private grounds. The best route is by way of the *Eildon Hills* and *St. Boswells*, returning by *Bemerside* (one-horse carriage for the round, 10*s.* 6*d.*).

At *Abbotsford* (fee, 1*s.*) visitors are shown through the Entrance Hall, Armory, Drawing-Room, Library, and Study, by a guide, who describes everything.

Melrose Abbey (6*d.*) was founded in 1136, but was destroyed in 1322. A few years later the present edifice was built, one of the most admirable works of the best period of ecclesiastical architecture. The material is a very hard stone, and much of the carving is as perfect as when fresh from the sculptor's hand. No description, not even the famous one in the "Lay of

the Last Minstrel," can give any adequate idea of its beauty. Within its walls are the graves of kings, and nobles, and priests of the olden time; among them Alexander II. of Scotland, and more than one of the renowned Earls of Douglas. Before the high altar the heart of King Robert Bruce is said to have been deposited. Sir David Brewster's grave is in the churchyard.

Dryburgh Abbey (1s.) was founded about the same time as Melrose, and, like that, was destroyed in 1322 by Edward II. Robert I. restored it, at least in part; but it was again destroyed in 1544. St. Mary's aisle, the most beautiful part of the ruins, contains the tomb of Scott, buried here Sept. 26, 1832; also the graves of his wife and his eldest son, and of his son-in-law Lockhart.

This excursion may also be made in one day, by taking return ticket from Edinburgh, leaving luggage at hotel there. In going south one can then take the picturesque "east-coast route" via *Berwick*. Otherwise take the train at Melrose for *Durham* via *Newcastle-on-Tyne*. If you leave Melrose in the P. M., you can go no farther than Newcastle that evening.

The great *Forth Bridge* may be visited by rail (11¼ miles from Edinburgh) or driven to easily in a motor bus; and the ancient town of *Dunfermline* (see the old ballad of "Sir Patrick Spens," etc.), with its ruined *Abbey*, is only 8 miles further on the same railway, which is one of the routes — on the whole, the preferable one — between Edinburgh and Stirling.

ENGLAND (*continued*)

Newcastle to Durham

NEWCASTLE originated in the Roman *Pons Ælii*, and in the Saxon time was called *Monk Chester*, from its many monasteries. It derived its present name

from a castle built by Robert, eldest son of William the Conqueror. It figured prominently in the wars between England and Scotland. Its modern importance, on account of its enormous coal trade, is well known. It is also the seat of extensive manufactures of iron, steel, woolen goods, glass, pottery, chemicals, etc.

The donjon-keep of the *Castle* still remains (6*d*.). The fine old church of *St. Nicholas* (14th century) became a cathedral in 1882. Stephenson's *High Level Bridge* across the Tyne, carrying the railway above the ordinary roadway, is a remarkable piece of engineering.

DURHAM, about 13 miles from Newcastle, stands on an eminence nearly encircled by the River Wear. Crowning the height are the *Castle*, built in 1072 (now the seat of the University), and the *Cathedral*, forming a striking picture from whatever point they are viewed.

The *Cathedral*, begun in 1093, and mostly built during the succeeding half century, is a grand specimen of Norman work; while the eastern transept (or "Nine Altars"), added in the 13th century, is an exquisite piece of Early English. The dormitory, cloisters, and the upper part of the central tower are Perpendicular (1400–1480). The Norman nave differs from those of Peterborough and Ely in that the piers are shorter and more massive, and their zigzag and latticed ornamentation is also peculiar.

The view of the cathedral from the railway station, and that from the Framwellgate Bridge, are unsurpassed in all England. "Independently of the historical associations that belong to 'time-honored' Durham, —

"'Half house of God, half castle 'gainst the Scot,' —

the scene alone, with the castle walls and the towers of the enormous church rising close beside it and sheer with the face of the cliff; the rich masses of true greenwood that cluster below, and that line on either side

the steep banks of the river; and the Wear itself winding in a broad stream around the promontory; — the scene is one that can never be forgotten, and that (at all events when under its immediate spell) inclines us to give the first position among English cathedrals to Durham. There are indeed only two that can fairly be compared with it: Lincoln, on its 'sovereign hill' crowning the city; and Ely, rising like some natural landmark, rock, or mountain, in the midst of the great level of the fens." [1]

The beautiful walks on the banks of the Wear afford many charming views of the cathedral, which is also seen to good advantage from St. Giles's Churchyard; from the "Prior's path," on the way to Beaurepaire; and from a point known as "Nine Trees," in a field at the end of the Old Elvet, especially at sunset.

There are many attractive excursions in the neighborhood of Durham: the site of *Maiden Castle*, three quarters of a mile distant; *Neville's Cross* (one mile), erected by Ralph Lord Neville in memory of the capture of David II.; *Chester-le-Street* (6 miles), with its famous old church, etc.

Durham to York

Instead of going direct to York (63 miles), make a *détour* by way of *Ripon*, in order to visit *Fountains Abbey*. This famous ruin, the most interesting of the kind in all Great Britain, is three miles from Ripon, in the pleasure grounds of *Studley Royal*, the seat of the Marquis of Ripon. The monastery buildings (1*s*.) originally covered ten or twelve acres, and the ruins occupy two acres. The grounds are beautifully laid out.

At *Ripon* the *Cathedral* is one of the smaller structures of its class, but the nave (171 feet long, 88 high) is very beautiful, and other parts of the church are interesting in their way.

The fashionable "spa" of *Harrogate* is on the road

[1] King's *Handbook of English Cathedrals*.

between Ripon and York, and may tempt you to stop over a train, if no longer.

York, the Roman *Eboracum*, was an old town when Agricola (A. D. 78) made it one of his principal stations. Here Severus died and was buried; and here Constantine the Great was proclaimed emperor. Here the first English parliament was held, in 1160, and for five centuries parliaments were occasionally summoned to the ancient city. Here are remains of Roman towers and of the earliest British churches. The walls, built long before the time of Henry III., after being battered in many a siege, were breached in our day to admit the railway train. They still encircle a large part of the city, and serve as a public promenade.

The *Cathedral* or *Minster* stands on the site of a Saxon church in which King Edwin of Northumbria was baptized on Easter day, A. D. 627. This was replaced by a larger edifice, burnt in 741. Another, built by Archbishop Albert (who came to the see in 767), was burnt in 1069, when William the Conqueror was devastating Yorkshire. Thomas of Bayeux, the first Norman Bishop, built a new church before 1100. Abp. Roger (1154–1181) pulled down the choir and rebuilt it on a larger scale. Abp. Gray (1215–1255) appears to have rebuilt the south transept in its present (Early English) form. John le Romeyn, treasurer of York (1228–1256), built the north transept and a central tower. In 1291 Abp. le Romeyn (son of the treasurer) began to rebuild the nave, which was finished in 1355. The chapter-house belongs to the same (Decorated) period. In 1361 Abp. Thoresby began the lady chapel and presbytery (early Perpendicular) which were probably completed by 1373; and between that date and 1400, the old Norman choir was entirely replaced by the present (Perpendicular) one. During the next 70 years the central tower was recased and brought into its present shape, and the two western towers were built (late Perpendicular). The church,

thus rebuilt throughout, was re-consecrated on the 3d of July, 1472.

The extreme length of the cathedral is 524½ feet; breadth across the transepts, 250; height of central tower, 213; of western towers, 202; within the height of the nave is 99½ feet; height of choir, 102; height of lantern (inside), 188. The great east window is 76 feet high, 32 wide; the west window, 54 high, 30 wide.

The minster is rich in old stained glass. In the north transept the five lofty and narrow lancet windows (54 feet high, 5¼ wide), known as the "Five Sisters," are filled with Early English glass. The great west window, with its exquisite flowing tracery, also contains the original glass, as do most of the other windows of the nave. Nowhere in England can one see a larger or more perfect display of the painted glass of the early part of the 14th century. The great east window is the largest in the kingdom that retains its original glazing (1405–1408). This and one in Gloucester Cathedral, 72 feet by 38, are the largest Gothic windows in the world. Most of the glass in the choir belongs to the same period. That in the chapter-house belongs to the early part of the 14th century, and is remarkably fine.

In the vestry, some venerable curiosities are exhibited; among them the *horn of Ulphus*, laid on the altar more than 800 years ago by Ulph, lord of great part of eastern Yorkshire, in token that he bestowed certain lands on the church. In the *Library* (8000 volumes) are many rare and curious books, manuscripts of Cicero of the 11th and 12th centuries, breviaries and psalters of the 13th century, works *printed* by Caxton, Wynkyn de Worde, etc., a manuscript volume by the poet Gray, etc.

One of the best views of the exterior of the cathedral is from the walls of the city.

The *Gardens of the Yorkshire Philosophical Society* (1*s*.) contain interesting Roman, Saxon, and Norman

remains, and the ruins of the beautiful Early English *Abbey of St. Mary.*

Of *York Castle*, now barracks, the oldest portion is *Clifford's Tower*, which was the keep or donjon. In 1190 it was the scene of the self-immolation of 500 Jews, who in order to disappoint a bloodthirsty mob destroyed themselves and their property by setting fire to the interior.

The *Guildhall*, built in 1446, contains a hall, 96 feet by 43, and about 30 high, with rich oak carving. Many of the old churches are interesting for their architecture and their ancient glass.

Excursion to Leeds and its Vicinity

LEEDS, the capital of the "Clothing District," can be most conveniently reached from York (32 miles by rail). Its manufactures of woolen, linen, worsted, silk, machinery, tools, leather, glass, tobacco, etc., with its many other important industries, make it one of the busiest towns in Great Britain. The *Town Hall* and the *New Infirmary* are large and elegant buildings, and the new *Parish Church* (St. Peter's) is a fine example of modern Gothic. The *Cloth Halls* and the principal *factories* (introduction necessary) are well worth a visit.

Bolton Abbey, in Wharfdale, the finest of the Yorkshire dales, is 21 miles from Leeds. An interesting excursion can be made through this beautiful valley.

BRADFORD, 10 miles from Leeds, is the chief seat of the worsted trade, and has grown from about 13,000 inhabitants in 1801 to more than 280,000 at the present time. It has a fine old church (*St. Peter's*), and *St. George's Hall* is an elegant modern edifice.

SALTAIRE (4 miles from Bradford) is a unique and interesting place. It is a model manufacturing town (woolen and worsted), built by one man, the late Titus Salt, Esq. The houses for the workmen are well built, and the chapel, schools, news-room, library, etc., are handsome and well equipped.

HAWORTH (21½ miles from Leeds, via *Keighley; 3s. 4d., 2s. 6d., 1s. 7d.*), the home and the burial-place of the Brontë sisters, has become one of the literary "shrines of England." The old *Church* has been recently demolished. The *Parsonage*, with its dreary outlook upon the graveyard and the brown moors, is familiar from the description given by Mrs. Gaskell and many tourists; but the most vivid pictures of the surrounding scenery are to be found in the Brontë novels. Walk to the moor on the heights above the village, the favorite haunt of the sisters.

Leeds to Lincoln, via Sheffield

SHEFFIELD, "the metropolis of steel," may be visited on the way to Lincoln. It is 33 miles from Leeds, and 43 from Lincoln. The chief interest of the place is the vast manufactories of cutlery in all its branches. Silver plate and plated goods are also largely made here, with optical instruments, brushes, buttons, combs, etc. *St. Peter's Church* is as old as the reign of Edward III., and contains some elegant monuments, ancient and modern. The *Town Hall*, *Corn Exchange*, and other public buildings are likewise noteworthy.

At ROTHERHAM, 6 miles from Sheffield, there is a very beautiful Perpendicular Church, which attracts many visitors. In the neighborhood are remains of the famous *Sherwood Forest. Wharncliffe Lodge* (about 6 miles from Sheffield by rail) was for some years the residence of Mary Wortley Montagu. Here also may be seen portions of *Sherwood Forest.*

Newstead Abbey, formerly the mansion of the Byron family, is about 25 miles from Sheffield (considerably farther by rail), and may be visited by making a *détour* by *Nottingham* (famed for its manufactures of lace, hosiery, etc.) on your way to Lincoln. From Nottingham go by branch road to *Hucknall* (about 8 miles), where Byron is buried, and walk from there to Newstead. Return to Nottingham and take train for Lincoln.

York to Lincoln

If you do not make the above excursion to Leeds and Sheffield, take the train for *Lincoln* (72 miles) via *Doncaster*. If the train does not go directly through, improve the opportunity at Doncaster of visiting the *Parish Church* (*St. George's*), not far from the station. It has been called "the most stately ecclesiastical structure erected in England during the present century." It is in the early Decorated style, and the work of Sir G. G. Scott. The *Race Course*, where the celebrated St. Leger races take place, is about a mile from the town, by a very pleasant road.

LINCOLN, the *Lindi Colonia* of the Romans, contains much of interest for the antiquarian. The *Newport Gate* is one of the finest remnants of Roman architecture in Great Britain; and in the cloisters of the cathedral a Roman pavement is to be seen. Here John of Gaunt had a palace, portions of which still remain. The *Guildhall* dates from the time of Henry VIII.

The *Cathedral* stands on a hill overlooking the country for miles around. A cathedral was first erected here by Remigius, the first Norman bishop (1073–1092), and portions of that building remain in the west front of the present one. The latter was begun by "St. Hugh of Lincoln" (1186–1200), and the choir, the eastern transept, and the eastern side of the great transept appear to have been built by him. His successor (1203–1209) probably completed the great transept and the "Galilee porch." The nave and the upper portion of the west front are ascribed to 1209–1235; the west transept and part of the central tower to 1235–1253. The Presbytery or "Angel Choir" was finished before 1282; the cloisters and the upper part of the central tower between that time and 1300. The upper part of the western towers is Perpendicular work of about 1450. By far the greater part of the church is Early English, and is scarcely surpassed by any other

example of that period. The Norman portion of the west front is readily distinguished from the Early English, and affords a good opportunity for comparing the two styles. The Perpendicular windows above the principal doors were inserted about 1380.

The large "rose" window in the north transept is one of the most splendid works of the 13th century. The exterior ornamentation is exquisite in all its details; and the ancient glass is of matchless beauty. In the south transept there is another rose window, equally remarkable as an example of the Decorated period. The tracery has been compared to the fibres of a leaf, and is as beautiful as that of the famous Carlisle window. It is filled with fragments of Early English glass collected from various parts of the cathedral.

The *presbytery* or "Angel Choir" takes its name from the thirty sculptured angels in the spandrels of the triforium arches. These are reckoned among the best examples of Early English art. The *Galilee porch*, the *southeastern portal*, the *chapter-house*, the *east front*, and many other portions of the cathedral are also worthy of special study.

In the lofty and beautiful central tower hangs "Great Tom of Lincoln," the famous bell first cast in 1610 and recast in 1834, weighing 5 tons 8 cwt. (11,096 lbs.), just one ton more than its original weight.

Lincoln to Peterborough, via Boston

BOSTON is 31 miles from Lincoln by rail. It takes its name (Botolph's Town) from the monastery of St. Botolph, built here in 654, and destroyed by the Danes in 870. *St. Botolph's Church*, built in 1309, is one of the largest parish churches in England, being 245 feet long and 98 wide within the walls. The tower, "Boston Stump," is more than 300 feet high. For an interesting account of the place see Hawthorne's "Our Old Home."

PETERBOROUGH is 32 miles by rail from Boston.

The *Cathedral* owes its origin to a Benedictine abbey, founded in 655, destroyed by the Danes in 870, and restored in 966. At the dissolution of the monasteries it was spared because Katherine of Arragon had been buried within its walls. It was suggested to Henry VIII. "how well it would become his goodness to erect a fair monument for her"; whereupon he is said to have replied, "Yes, I will leave her one of the goodliest in the kingdom"; and verily no queen ever had a nobler monument than this majestic old abbey church of "Peterborough the Proud."

The grounds about the cathedral are in perfect keeping with its sacred character. "Of all the lovely closes that I ever beheld," says Hawthorne, "that of Peterborough Cathedral is to me the most delightful, so quiet it is, so solemnly and nobly cheerful, so verdant, so sweetly shadowed, and so presided over by the stately minster, and surrounded by ancient and comely habitations of Christian men." The *western gateway* of the close, built by Abbot Benedict (1177–1193), remains as of old, when all visitors, of whatever rank, put off their shoes before passing through it. The west front, with its triple arches, 82 feet high, is of the purest Early English (erected probably between 1200 and 1222). From the apse of the choir (1118–1133) to the west front the church affords an excellent example of the gradual changes in style from early Norman to fully developed Early English. The nave (1155–1193) is throughout Norman, and retains the remarkable wooden roof with its painting of the 12th century. The ceilings of the transepts are of the same date. But the Cromwellians broke all the ancient glass, and destroyed all the furniture, the organ, etc., besides pulling down the cloisters and burning the records of the cathedral. The roof of the choir is probably of the latter part of the 15th century, and the painting and gilding (as on the flat roof of the apse also) are recent. The central tower, condemned as unsafe in 1883, has been rebuilt.

A black marble slab near the south door of the choir marks the tomb in which the body of *Mary Queen of Scots* lay until removed to Westminster Abbey. *Queen Katherine's grave* is in a similar position on the opposite side of the choir.

The *New Building* so-called, forming the eastern end of the church (begun in 1438, but not completed until nearly a century later), is remarkable for the beautiful fan tracery of the roof.

There is an excellent view of the exterior of the cathedral from the churchyard, where "the rich Perpendicular chapel, the Norman apse towering above it, and the many lines of towers and spires group most picturesquely, and are well contrasted by the surrounding foliage."

Peterborough to Ely and Cambridge

A railway ride of 30 miles from Peterborough brings the tourist to *Ely*, the seat of another great cathedral. Here on "the isle of Ely" a monastery for both men and women was founded by St. Etheldreda in the year 673. The Danes destroyed it in 870, but it was refounded in 970 for Benedictine monks. The present cathedral was begun by the first Norman abbot (1082–1094), and before 1107 it was so far completed as to be dedicated to St. Peter and St. Etheldreda. The *Galilee porch* was built 1198–1215, and the Norman choir rebuilt 1235–1252. The central tower fell in 1322, and the *octagon*, which replaced it, was completed in 1328; the *lantern* being added before 1342. The *western* part of the *choir*, ruined by the fall of the tower, was rebuilt about 1338. The *lady chapel* was begun in 1321, finished in 1349. The cathedral, therefore, contains examples of all the periods of Gothic architecture from early Norman to late Perpendicular. The Galilee and eastern part of the choir are of the best Early English work, while the octagon, the western choir, and the lady chapel are perhaps the best specimens of pure Decorated in England. The recent

restorations (under the direction of Sir G. G. Scott) are most complete and elaborate.

Ely Cathedral measures 520 feet in extreme length, and is the longest Gothic church in Europe, though some others cover more ground. The western tower is 266 feet high.

Within, the view across the octagon from the angle of the nave-aisles is unequalled in Europe. The roof, above the piers, forms "the only *Gothic dome* in existence," and the effect, compared with that of the narrow lanterns of other cathedrals, is indescribably grand and beautiful.

There are fine views of the entire cathedral from a bridge over the railway near the station, and from a rising ground in the park, on the south side; and an excellent distant view from *Stuckney Hill*, two miles from Ely, on the Newmarket road.

Cambridge is 15 miles from Ely, on the banks of the Cam, from which it takes its name. The chief attraction is the *University*, which was probably founded in the 12th century, though its documentary history does not begin until the 13th. The *Chapel of King's College* is one of the most famous specimens of Perpendicular work, and the new *St. John's Chapel* is an admirable example of modern Gothic. The grounds and King's Gateway of *Trinity College* are very beautiful and the great kitchens are interesting. At *Peterhouse* (the oldest of the colleges) the room occupied by the poet Gray is still pointed out. The *Fitzwilliam Museum* is worth a visit, and some of the churches, especially the round chapel of *St. Sepulchre*, are of considerable interest. *All Saints* contains a monument, by Chantrey, to Henry Kirke White. *Girton College*, founded in 1869, is about two miles northwest of the town. The walk along the Cam behind the colleges, with the view of the "Backs" and bridges, is the pride of Cambridge.

Cambridge to Rugby, via Bedford

From Cambridge the tourist may proceed directly to London by rail (56 miles), and make excursions from that city as a centre. Our own plan, however, would be to go *westward* from Cambridge to Rugby, and visit *Coventry*, *Warwick*, *Stratford-on-Avon*, etc., and then to proceed via *Oxford* to the metropolis.

From Cambridge, via Bedford, to *Bletchley*, is 46 miles, and thence to *Rugby* 36 miles. A stop may be made at *Bedford* (30 miles from Cambridge), where John Bunyan used to preach. A walk of a mile thence will take you to *Elstow*, where the cottage is still standing in which he was born. *Olney*, where Cowper resided for several years, is 10 miles from Bedford. At *Ampthill* (8 miles from Bedford) formerly stood Ampthill Castle, where Queen Katherine resided while her divorce from Henry VIII. was pending, and where a monument in her honor now stands. The Park is studded with ancient oaks, some of them ten feet in diameter. *Kimbolton Castle*, where Katherine died, now the seat of the Earl of Manchester, is about 10 miles north of Bedford.

Rugby, the "Mugby junction" of Dickens, is famous as the seat of *Rugby School* (founded in 1567), where Arnold taught and "Tom Brown" studied. A mile and a half distant is *Bilton Hall*, once the residence of Addison. A long avenue in the garden, known as "Addison's Walk," is said to have been his favorite promenade.

Rugby to Coventry, Kenilworth, Warwick, and Stratford-on-Avon

Coventry, 11 miles from Rubgy, is situated on a rising ground whence the "three tall spires" are visible for miles around. There was a nunnery here as early as the 9th century, which was destroyed by the Danes in 1016, and in 1043 the Earl of Mercia and his Countess Godiva founded a Benedictine monastery

on its ruins. How the lady Godiva rendered another service to the town when she "took the tax away" need not be told here. The effigy of "Peeping Tom" is still to be seen at the corner of Hertford Street.

St. Michael's Church is one of the largest and noblest parish churches in England. The steeple (303 feet high) was begun in 1373 and finished in 1395. The church was completed by 1450, when Henry VI. heard mass there. The interior is very imposing.

Trinity Church, near St. Michael's, has a spire 237 feet high, built (1664–1667) to replace one that was blown down in 1664. The ancient stone pulpit is remarkable for its beauty.

The third of "the three tall spires" of Coventry is that of *Christ Church*, and is a remnant of the Greyfriars' Monastery (founded in 1358), having belonged to the old monastic church. The present church was built in 1832.

St. John's, dedicated in 1350, is famous for its windows, especially the great western one.

St. Mary's Hall (built about 1450) is a remarkable specimen of old English domestic architecture. It is now used for municipal purposes. The *Great Hall* is unsurpassed in its way, and the *Kitchen* with its liberal cooking arrangements is very suggestive of the generous hospitality of the olden time.

On the Foleshill road, to the north of the town, is the house where George Eliot lived before her father's death. *Arbury Farm*, her birthplace, and *Griff*, where she spent the first twenty years of her life, are between Coventry and Nuneaton, a few miles away.

Stoneleigh Abbey (14th century), the seat of Lord Leigh, 4 miles from Coventry (or 2 from Kenilworth), is shown to visitors and is well worth seeing.

From *Coventry* one may *walk* to Stratford-on-Avon, visiting Kenilworth and Warwick on the way. Two Englishmen are said to have laid a wager as to which was the finest walk in England. After the money had been put up, one named the walk from Stratford to

Coventry, and the other that from Coventry to Stratford.

Five miles over a broad smooth road, shaded with venerable elms and sycamores, brings us to KENILWORTH, and *Kenilworth Castle* is on a rising ground to the west of the village. Scott has given us an admirable description of its ancient glories, when Elizabeth came here in 1575 to visit Leicester. Cromwell dismantled it, and it has suffered since from the tooth of time, but even in ruins it is stately and magnificent.

The *Parish Church* near the castle has a fine Norman doorway, and the interior is worth examining. Of the ancient *Abbey* the chief remnant is the *gateway*, which is very well preserved.

Another five miles of this delightful walk brings us to WARWICK, finely situated on elevated ground near the Avon. The town, though very ancient, is mostly modern in its architecture, a fire in 1694 having swept away most of the old houses. *St. Mary's Church*, rebuilt in 1394, was nearly destroyed in 1694; but the portions that escaped the flames are among the purest examples of Decorated work. The *Lady Chapel*, or *Beauchamp Chapel* (built between 1443 and 1464), is especially beautiful, and the tomb of its founder, Richard Beauchamp, is considered the most splendid in the kingdom, with the single exception of that of Henry VII. in Westminster Abbey. The tomb of Dudley Earl of Leicester is also magnificent, and there are other very beautiful monuments in the chapel. *Leicester's Hospital* is a fine specimen of the old half-timber style of building. The *East* and *West Gates* are remnants of the old walls of the town; above the latter is the *Chapel of St. James*, which Leicester appropriated to the use of the brethren in the adjacent Hospital.

Warwick Castle, which Scott calls "the fairest monument of ancient and chivalrous splendor which yet remains uninjured by time," stands on a rock overlooking the Avon. It is said to have been founded in 915 by Ethelfleda, the daughter of Alfred. In the war with

the barons in the time of Henry III. it was destroyed, except the towers. Thomas de Beauchamp, in the reign of Edward III., restored and strengthened it; and his son built *Guy's Tower* in 1394. James I. gave it to Sir Fulke Greville, who spent £20,000 — an enormous sum for that time — in repairing and adorning it, and it has been the property of the Grevilles ever since.

Leamington, two miles from Warwick, is a popular watering-place (chalybeate, saline, and sulphur springs), and a favorite centre for excursions to Warwick, Kenilworth, Coventry, Stratford-on-Avon, etc. It has many handsome buildings, and the Jephson Gardens on the banks of the Leam are tastefully laid out.

STRATFORD-ON-AVON is 8 miles farther on (13 by rail) if we continue our walk. *Charlecote*, the seat of Sir Thomas Lucy, whom Shakespeare has made immortally ridiculous as *Justice Shallow*, may be visited on the way. It is some two miles aside from the direct road to Stratford. The park is finely wooded, and well stocked with deer, as of old.

Shakespeare's House, in Henley Street, became national property in 1847, and has been carefully restored (fee, 6*d*.). The room in which the poet is said to have been born seems to have undergone but little change since that day, and the antique fireplace can scarcely be of later date than the time of Elizabeth. In another room there is a small museum of Shakespearian curiosities (6*d*. extra).

Stratford Church, in which Shakespeare is buried, is on the bank of the Avon (admission, 6*d*.). It is a large and elegant structure, with a graceful stone spire (163 feet high), erected in 1764 to replace a wooden one that had been taken down. The oldest parts are the transepts and part of the central tower (early 13th century). The aisles were added in the 14th century, and the rest of the church is of the 15th. The chancel, as in some other old churches, is not exactly in line

with the nave but inclines to the north. The building has been judiciously restored in recent years. The elegant window illustrating Shakespeare's "Seven Ages" is the contribution of Americans. The grave of Shakespeare is in the chancel, covered by a plain flag-stone bearing the familiar adjuration that has availed to keep it undisturbed, while above, on the wall to the left, is the monumental bust which is the most trustworthy representation of the poet. His wife lies near him, with his favorite daughter, "good Mistris Hall," and Dr. John Hall her husband. In the chancel there is also an elegant marble monument to John Combe, the poet's friend. A printed description of the church is given to each visitor.

Of *New Place*, the home of Shakespeare's later days, few traces now remain, but these are carefully preserved, and the grounds are admirably kept. Near the site of the mansion is the *Guild Chapel*, founded in 1269. The chancel was rebuilt about 1450, and the rest of the edifice in the reign of Henry VII. The *Guild Hall*, adjoining the chapel, was built at the same time, but has undergone many changes and alterations. The *Grammar School*, where Shakespeare was doubtless a pupil, is in the second story.

The *Shakespeare Memorial Building* (library, picture-gallery, theatre, etc.), in a pleasant situation on the banks of the Avon, should be visited (6*d.*); and the *Drinking Fountain*, the gift of Mr. Childs of Philadelphia, will not be overlooked by the American tourist. The old *Town Hall* contains a statue of Shakespeare presented by Garrick. The *Harvard House*, birthplace of John Harvard's mother, was restored in 1908 as a memorial of him.

Shottery, where Anne Hathaway lived before she became the wife of Shakespeare, is about a mile from Stratford, and may be reached by a foot-path through the fields. The cottage that was Anne's home (according to tradition generally credited) has a timber and plaster front, and a thatched roof. The interior

appears to have been altered very little since Shakespeare came a-wooing hither by that same pleasant path. It is now national property.

Birmingham, Kidderminster, Wolverhampton, Worcester, Gloucester, etc.

BIRMINGHAM, the great manufacturing town, is most conveniently reached either from Coventry (19 miles by rail), or from Stratford (31½ miles). The chief industries are the making of buttons, steel pens, swords and guns, gold and silver plate and jewelry, articles of brass, bronze, iron, glass, papier-maché, etc. Burke called the town "the toy-shop of Europe," but most of its toys are for "children of larger growth."

WOLVERHAMPTON, famous for its manufactures of hardware, is 14 miles from Birmingham.

KIDDERMINSTER, noted for its carpets, is 15½ miles from Wolverhampton, on the river Stour.

WORCESTER, about 25 miles from Birmingham, and 14 from Kidderminster, is nearly in the centre of England. The *Cathedral* is the chief object of interest. The remarkable groined roof, the Early English choir, and the central tower are perhaps its finest features. It contains numerous monuments, among them King John's, the oldest royal tomb in England. The Royal Porcelain Works are well worth a visit (*6d.*).

GLOUCESTER is about 28 miles from Worcester (53 from Birmingham), in a beautiful valley on the Severn. The *Cathedral*, begun in the 11th century and finished early in the 15th, includes all the Gothic styles. It is 427 feet long, and 154 wide through the transepts; the central tower is 223 feet high, and is "the perfection of elegance and harmony." Among the monuments are those of Robert Duke of Normandy, Edward II., and Dr. Jenner. The great east window is the largest in England (see p. 55 above).

CHELTENHAM, with its mineral springs, one of the most fashionable of English watering-places, is 7 miles from Gloucester, on the road to Worcester. The an-

cient town of TEWKESBURY is reached by a branch line of 2 miles from the same route, between Worcester and Cheltenham. Its *Abbey Church* has almost the proportions of a cathedral, and is rich in monuments. Here in 1471 was fought the bloody *battle of Tewkesbury*, in which the Lancastrians were signally defeated.

Stratford-on-Avon to Oxford

From Stratford to Oxford is about 58 miles by rail. WOODSTOCK, celebrated as the occasional residence of Henry I. and Henry II., and of the "fair Rosamond," may be visited *en route* (8 miles before reaching Oxford), or as an excursion from Oxford. Near Woodstock is *Blenheim Palace*, the gift of the nation to the Duke of Marlborough. The park is always open to pedestrians, but the house and gardens only on Tues. and Fri., 12–3 (for 6*d.* each).

OXFORD is a city to which at least a day should be given, and that will afford but a hurried glance at its more prominent objects of interest.

It is one of the very few places where we should advise the hurried tourist to take one of the local guides, whose services will be worth the few shillings paid him for leading the way through the intricate network of the University buildings.

Christ Church College was founded by Wolsey in 1525, and its magnificent chapel is the cathedral church of the see of Oxford. The *hall* is a noble room. *Merton College*, founded about 1264, has a very beautiful chapel of the 15th century, and the library is the oldest in the kingdom. *New College*, founded by William of Wykeham in 1386, is one of the wealthiest of the colleges, and the chapel is very handsome. The *gardens* of *St. John's College* are much admired, and the grounds of *Magdalen College* (perhaps the most beautiful college in Oxford) are no less attractive. The latter include "Addison's Walk," a shaded avenue that was his favorite resort when a student here. The *Bodleian Library* and *Picture Gallery*, the *Theatre*

(built by Wren), the *Ashmolean Museum* (also by Wren), the *Radcliffe Library* and *Observatory*, the *Divinity School* (in the hall of which Cranmer, Latimer, and Ridley were tried in 1555), *St. Mary's Church*, the *Taylor Institute*, the *University Galleries* and *Museum*, the *Botanical Gardens*, and the *Martyrs' Memorial* are also among the noteworthy things in Oxford. The *High Street* is the subject of one of Wordsworth's sonnets; and Hawthorne calls it "the noblest old street in England."

London

Between Oxford and London (63 miles; 10*s.*, 6*s.* 8*d.*) there is nothing of special interest to delay the tourist whose time is limited.

A week is the least time that should be given to London, even if you have only two or three months for the entire tour. If you have but six weeks exclusive of the ocean passages, take a week for the great city, even at the sacrifice of a dozen inferior places. And to make the best use of the time, buy one of the local guide-books, and select carefully what you most desire to see. Then lay out each day's work in such a way as to see everything with the least travel, grouping objects of interest that are in the same quarter of the city. The best "Guides to London" are *Baedeker's* (6*s.*) and *Murray's* (3*s.* 6*d.*). Cheaper guide-books (Cook's is very good) may be got for a shilling. These give all needed information concerning the means of getting about by cabs, omnibuses, "underground railway," Thames steamers, etc.

One may get an idea of the vastness of London by riding through it on the top of an omnibus; and this is, moreover, the *quickest* way of obtaining a general view of its most remarkable features. The more speedy motor bus is fast superseding the old horse affair with its sociable driver. If your hotel is in or near the Strand, take one of the omnibuses in that street and ride to the Bank, through the Strand, Fleet Street,

and Cheapside; and then ride in the opposite direction from Charing Cross to Paddington through Regent and Oxford Streets and Edgeware Road. You can return by an omnibus running through Oxford Street and Holborn to a point near your hotel; or continue your ride to the Bank, whence you may take some other of the many lines radiating from that centre. You may go northward to Holloway via City Road, Highbury, and Islington, and on your return take a bus for the "Queen's Elm," via Holloway Road, Caledonian Road, Euston Road, Portland Road, Regent Street, Piccadilly, Knightsbridge, and South Kensington. There are also omnibuses from Holloway to *Westminster*, and others from Westminster Bridge to *St. John's Wood* on the north or to *Camberwell* on the south. From the Bank, an omnibus across London Bridge connects with the electric "tram," which will give you a long ride on the Surrey side of the Thames to *Brixton* and *Clapham*, whence you may return by another tram to Westminster Bridge. A long ride affording a view of almost every variety of London street scenery may be taken by a "Stratford and Bow" omnibus from *Oxford Circus*, by way of Regent Street, Pall Mall, Trafalgar Square, Strand, Fleet Street, St. Paul's, the Bank, Cornhill, Leadenhall Street, Aldgate, Whitechapel Road, Mile End, to *Stratford* in the extreme east of the city.

Do not fail, moreover, to make an excursion or two on the Thames by the swift steamers that ply on the river. Go down as far as Greenwich, and up to Chelsea (or to *Kew*, on your visit to that place). These excursions give you the best view of the river, with its bridges and Embankments, and also of the buildings on or near its banks. From no point do the Parliament Houses appear to so good advantage, and there is no finer *near* view of the dome of St. Paul's than from the Thames.

When your only object is to go as quickly as possible from one part of the city to another, take the "un-

derground" railways (the routes and stations of which you will see on the maps in the local "Guides"); but when not pressed for time you will naturally prefer to travel above ground, in order to see more of the city.

One should *walk* a good deal in London, and it may be well to take one or two half-day "tramps" in a thoroughly aimless and vagabond way. You are sure to meet with enough that is worth seeing, and may light upon some things that are not down in the guide-books.

A very good walk is from London Bridge west to Trafalgar Square, then through Whitehall, Pall Mall, and Regent Street, "the irregular cross which springs from Trafalgar Square." You thus pass "the *six* great centres of life and architecture which distinguish the Metropolis." These centres are (1) London Bridge, (2) the Bank, (3) St. Paul's Churchyard, (4) Charing Cross, (5) the end of Parliament Street, and (6) Waterloo Place.

Another good walk is along the *Thames Embankment* from Blackfriars (walk halfway across *Blackfriars Bridge* for the view of St. Paul's) to Westminster, passing *Cleopatra's Needle* near *Charing Cross Bridge;* then across *Westminster Bridge*, and along the *Albert Embankment* on the other side, past *St. Thomas's Hospital* and *Lambeth Palace*, to *Lambeth Bridge*, or as far as *Vauxhall Bridge;* returning by motor omnibus.

There is a fine walk along *St. James's Park*, by the Mall, a stately avenue connecting Buckingham Palace with the new Admiralty Buildings. At the Palace end the *Memorial to Queen Victoria* is being erected. At the East is a noble gateway leading into the Strand, and the Mall is bordered by palaces in spacious grounds, the residences of members of the royal family.

Chief Objects of Interest. — We shall now mention very briefly the chief things that *must* be seen in London, referring you to the local "Guides" for fuller information.

Westminster Abbey is a magnificent Gothic church,

and even more interesting as "the only national place of sepulture in the world, — the only spot whose monuments epitomize a people's history." Among the kings and queens buried here are Edward the Confessor, Edward I. and III., Henry V. and VII., Elizabeth, and Mary Queen of Scots, besides many who have *no monument*, as Edward VI., Mary I. and II., James I., Charles II., William III., Queen Anne, George II., etc. Here also lie statesmen, like Chatham, Pitt, Fox, and Canning; poets, like Chaucer, Spenser, Ben Jonson, Beaumont (Fletcher's grave is in St. Saviour's, Southwark), Cowley, Dryden, Congreve, Gay, Prior, Addison, and Campbell; with divines, lawyers, philosophers, historians, and other noted characters, the mere list of whose names would fill whole pages.

The Abbey is open to the public on week-days except during the hours of service. The nave, transepts ("Poets' Corner" is the south transept), and cloisters are free. A guide takes you through the rest of the church for 6*d.* (free on Mon. and Tues.). Service daily at 9.15 and 10 A. M., and 3 P. M.; and on Sundays at 10 A. M., 3 and (for a part of the year) 7 P. M.

St. Margaret's Church, close beside the Abbey, contains the tombs of Sir Walter Raleigh and William Caxton, also a window put up by Americans in memory of Sir Walter Raleigh, and another to Phillips Brooks.

St. Paul's Cathedral is open to visitors on week-days, except during the hours of service, beginning at 10 A.M. and 4 P. M. The charges for seeing the parts of the building not open to the public are: Galleries, Library, and Clock, 6*d.*; Ball (not always accessible) and Golden Gallery, 1*s.* each; Crypt, where are the tombs of Wellington, Nelson, etc., 6*d.* The Stone Gallery affords a fine view of London.

The Tower, next to Westminster Abbey, is the most interesting place in all London. It is open to visitors from 10 to 4 or 6, free, with 6*d.* each for Armoury and

Jewel House (free on Mon. and Sat., but much crowded then). The different towers, gates, etc., are all labelled, as are the chief objects of interest in the armories, etc. Descriptive "Guides" (1*d.* and 6*d.*) are for sale at the entrance, but are hardly necessary, unless for reference at home. In the *White Tower*, built by the Conqueror, the *Chapel of St. John* is one of the finest examples of early Norman architecture to be seen in England.

If a person could spend but one day in London, he should devote it to Westminster Abbey, the Tower, and St. Paul's.

The Houses of Parliament, when not closed by special order, may be seen (10 to 3.30) *Saturdays*, by ticket obtained (gratis) at the Chamberlain's office in the building. When Parliament is in session, a peer's order admits one to the "Strangers' Gallery" of the House of Lords, and a M. P.'s order to that of the House of Commons. No ladies admitted to the latter.

St. Stephen's Crypt is a remnant of the *old* Palace of Westminster, destroyed by fire. It is a good example of 13th century architecture, and has been completely restored and fitted up as a chapel.

The ancient *Westminster Hall* (generally open to the public), included within the present Houses of Parliament, was built by William Rufus, but was repaired (1397–1399) by Richard II., who raised the walls and added the carved timber roof. Here in the olden time were held the royal revels at Christmas, and here for centuries the great state trials took place, from that of Sir William Wallace to that of Warren Hastings. Here Cromwell was inaugurated as Lord Protector, and Charles I. was condemned to die. No room in England has been the scene of so many events involving the destinies of the nation.

CHURCHES.— Nearly all the old churches in London were destroyed by the Great Fire. Of those that escaped, *St. Bartholomew's*, West Smithfield, is the oldest. It was the choir and transept of the Priory of St.

Bartholomew, founded about 1102, and is Norman with Perpendicular additions. The open space opposite St. Bartholomew's Gate was the scene of the Smithfield martyrdoms. The adjoining *Smithfield Market* is worth seeing.

St. Saviour's, Southwark, is, next to Westminster Abbey, the best specimen of Early English work in London. Nothing, however, remains of the old church but the choir and lady chapel. Here are buried Gower, Edmund Shakespeare (the poet's youngest brother), Philip Henslowe, the manager, whose "Diary" is well known to students of our dramatic literature, Fletcher (Beaumont's associate), and Massinger (in the churchyard). The Harvard Memorial Chapel commemorates the founder of Harvard College.

The *Temple Church*, near Temple Bar, was the Church of the Knights Templars. The "Round Church" is an admirable piece of transition Norman (1185), and the choir is pure Early English (1240). "Here lies Oliver Goldsmith," may be read on a plain slab outside the church, to the east of the choir.

The *Temple Gardens*, where Plantagenet plucked the white rose, and Somerset the red (Shakespeare's *1 Henry VI.* ii. 4), should also be visited; and the *Middle Temple Hall* (built in 1572), the roof of which is "the best piece of Elizabethan architecture in London." Here *Twelfth Night* was acted in 1601.

St. Giles, Cripplegate, built in 1545, contains the tombs of Milton, Fox the martyrologist, Frobisher the voyager, and Speed the historian. Here Oliver Cromwell was married. A part of the old *London Wall* may be seen in the churchyard. *Milton Street*, near by, was formerly "Grub Street," the haunt of poor authors.

St. Mary-le-Bow, Cheapside, commonly called "Bow Church," is considered one of Wren's masterpieces. The crypt is Norman. The steeple, 235 feet high, contains the famous "Bow Bells."

Among the new churches, *All Saints'*, Margaret Street, Regent Street, is to be noted. The interior is exquisitely beautiful: even Ruskin praises it. It is one of the extreme "ritualistic" churches. *St. Andrew's*, Wells Street, in the same neighborhood, is another, and the music on Sundays is excellent. *St. Alban's*, Brooke Street, Holborn, is also a noted "high" church.

Mr. Spurgeon's *Tabernacle* is on the Surrey side of the Thames, near the "Elephant and Castle" tavern. It was rebuilt after being burned in 1898.

MUSEUMS. — The *British Museum*, Great Russell Street, is open (free) every day (except Good Friday and Christmas) from 10 to 4, 5, or 6, according to the season, and on Sunday afternoon from 2.30 (2 in winter). The collection of books, manuscripts, works of art, and antiquities is the largest to be found under one roof in the world. Specially noteworthy are the Elgin marbles, the Nineveh sculptures, the Egyptian rooms, and the antique vases and bronzes. Catalogues may be bought in the building.

The *Victoria and Albert* (formerly called the *South Kensington*) *Museum*, no less remarkable in its way, is free on Monday, Tuesday, and Saturday (10 A. M. to 10 P. M.); on other days 6*d.* admission is charged (10 A. M. to 4, 5, or 6 P. M., according to the season). It is especially rich in objects of mediæval and modern art, including paintings, sculptures, goldsmiths' work, jewels, enamels, carved ivories, porcelain, pottery, glass, armor, furniture, tapestries, etc., etc. The famous cartoons of Raphael are kept here, and Mr. J. P. Morgan's collections. The Indian section, entered from Imperial Institute Road, east of the Imperial Institute, contains a magnificent collection of Oriental objects of art and curiosities. The Cross gallery has 900 ft. in length of rooms filled with specimens of Saracenic, Turkish, Persian, Chinese, and Japanese art. No one should fail to visit it. The *Bethnal Green Museum* (at the East End) is a branch of the Victoria and Albert.

Near the Victoria and Albert Museum is the new *Natural History Museum*, containing the natural history collections of the British Museum (daily, from 10 to 4, 5, or 6; Sunday from 2.30; free).

The *National Gallery*, Trafalgar Square, devoted exclusively to paintings, is open to the public (free) on Monday, Tuesday, Wednesday, and Saturday, from 10 to 4, 5, 6, or 7, according to the season; and also (for 6*d*.) on Thursday and Friday from 11. It contains more than 1100 pictures, including many noted masterpieces, each being marked with its title and the artist's name.

The *National Portrait Gallery*, with its 1200 or more portraits of celebrated men and women of British and Irish birth, is behind the National Gallery.

There are many other galleries of art (notably the *Royal Academy of Arts*, at Burlington House, the rich *Wallace Collection*, the *Tate Gallery* of modern paintings, etc.) and museums in London, the special attractions of which, with times and terms of admission, etc., are duly chronicled in the local "Guides." At the Tate Gallery is the remarkable collection of the works of J. M. W. Turner, in rooms arranged especially for their accommodation.

Madame Tussaud's Wax-Work, Marylebone Road (1*s*. with 6*d*. extra for the "Chamber of Horrors"), is a noted London show, best seen in the evening, by gaslight.

The Parks. — *St. James's Park* (on which *Buckingham Palace* fronts), *Green Park*, and *Hyde Park* form a connected stretch of beautiful pleasure-grounds. One should manage, if possible, to be in Hyde Park between 5 and 7 P. M., in May, June, and July, when the roads are thronged with elegant equipages and the foot-paths with lively crowds enjoying the gayety and display. *Kensington Gardens*, adjoining Hyde Park, are open to visitors on foot, but not to carriages.

Regent's Park, on the same side of the city, but some

distance from Hyde Park, includes within its limits the *Zoölogical Gardens* (1*s*. admission; 6*d*. on Mondays), the largest collection of the kind in the world, and the *Botanical Gardens*, to which admission can be obtained only through the members of the Botanical Society.

Battersea Park is on the other side of the river, opposite Chelsea, with which it is connected by a suspension bridge. It contains the *Sub-tropical Garden*, of 4 acres, which is well stocked and admirably kept. On the south side of the park is the *Albert Palace* (concerts, etc.).

Victoria Park, Bethnal Green, recently laid out, has many attractions, among which is the *Victoria Fountain*, erected by Baroness Burdett-Coutts in 1862 at a cost of £5000.

Public Buildings. — The *Bank of England* is a building covering four acres, but of no great architectural pretensions. Strangers may walk through the Hall, Rotunda, etc., during banking hours, or from 9 to 3.

The *Royal Exchange*, near the Bank, is a large and elegant edifice, with a Corinthian portico in front. The sculptures of the pediment are by Westmacott. Within and about the building are statues of Queen Victoria, Prince Albert, Queen Elizabeth, Charles II., Wellington (equestrian), Sir Rowland Hill, Sir Thomas Gresham, Sir Hugh Myddleton, and George Peabody. The busy hour "on 'Change" is from 3.30 to 4.30 P.M., especially on Tuesday and Friday.

The *Mansion House*, the official residence of the Lord Mayor, is in the same neighborhood. The principal room, known as the "Egyptian Hall," is adorned with statues by modern British artists.

The *Guildhall* of the City of London is at the foot of King Street, Cheapside. In the great hall the annual "Lord Mayor's dinner" is given. The fine timber roof of this room was added in 1867. Here, besides sundry monuments and statues, may be seen the fa-

mous wooden giants, Gog and Magog, said to have been carved in 1708.

For other public buildings, municipal and national, see local "Guides"; also for *prisons* (*Newgate*, etc.); *markets* (*Smithfield*, *Covent Garden*, *Billingsgate*, *Columbia*, etc.); *hospitals* (*St. Bartholomew's*, the oldest in London, *Bethlehem*, or "Bedlam," *St. Thomas's*, *Guy's*, *Foundling*, etc.); *Inns of Court* (*Temple*, *Lincoln's*, *Gray's*, etc.); *royal palaces* (*Buckingham*, *St. James*, *Whitehall Banqueting-house*, etc.); *mansions of the nobility* (*Holland House*, *Bridgewater House*, etc.); *colleges* and *schools* (*University of London*, *King's College*, *Westminster School*, *St. Paul's*, *Charterhouse*, *Christ's Hospital*, etc.); *theatres* and other *places of amusement*, etc., etc.

MONUMENTS. — Of these may be mentioned the *Monument*, Fish Street Hill, erected from Wren's design to commemorate the *Great Fire* of 1666, from the top of which there is a fine view in clear weather; the *York Column*, Carlton House Gardens, which (if open) affords a good prospect of the West End; the *Nelson Column*, in Trafalgar Square, with Landseer's colossal lions at the base; the *National Monument to the Prince Consort*, or "Albert Memorial," in Hyde Park, a magnificent Gothic structure, with a profusion of sculpture about it; the Crimean *Memorial* (*Footguards'*) in Waterloo Place; and another Crimean one (*Westminster School*) near the west end of Westminster Abbey. *Cleopatra's Needle*, set up in 1878, is on the Thames Embankment, midway between Waterloo and Charing Cross bridges, and the *griffin* on the site of Temple Bar in Fleet Street.

CEMETERIES. — *Kensal Green Cemetery*, on the Harrow Road, may be reached by omnibus. Here are the graves of Allan Cunningham, Sydney Smith, Tom Hood, Thackeray, Sir John Ross, Leigh Hunt, Kemble the actor, Eastlake the painter, Brunel the engineer, and many other persons of note.

Highgate Cemetery is well worth visiting for the view of London that it affords. "George Eliot" is buried here, and Coleridge in a vault hard by.

Bunhill Fields Burial Ground, near Finsbury Square, has been called "the *Campo Santo* of Dissenters." It contains the tombs of Defoe, Bunyan, George Fox the Quaker, Dr. Watts, the mother of the Wesleys, Ritson the antiquary, and others. More than a hundred thousand persons have been buried in this cemetery of less than four acres.

Miscellaneous Memoranda. — Murray fills fifteen pages with interesting lists of eminent persons born and buried in London, houses in which they have lived, places and sights connected with remarkable events, etc. From these we select a few items as samples of the whole.

Milton was born in Bread Street, Cheapside, where also stood the *Mermaid Tavern*. Cowley was born in Fleet Street, near Chancery Lane; Pope in Lombard St.; Gray at 41 Cornhill; Byron at No. 24 Holles St., Cavendish Square (house rebuilt); and Horace Walpole at 24 Arlington St., Piccadilly.

At *St. Sepulchre's Church*, Snow Hill, are buried Roger Ascham and Capt. John Smith; at *St. Martin's-in-the-Fields*, Trafalgar Square, Nell Gwynne, Jack Sheppard, Farquhar the dramatist, James Smith (of the "Rejected Addresses"), etc.; in *St. James's*, Piccadilly, Dr. Arbuthnot, Akenside, Sir William Jones, Dodsley the bookseller, and Yarrell the naturalist; at *St. Paul's*, Covent Garden, Butler (author of "Hudibras"), Lely the painter, Wycherley the dramatist, Macklin the actor, etc. Behind the *Wesleyan Chapel*, City Road, John Wesley is buried; Rev. John Newton in *St. Mary's Woolnoth*, Lombard Street; Swedenborg in the *Swedish Church*, Prince's Square, Ratcliff Highway; and Richard Baxter in *Christ Church*, Newgate; Samuel Pepys rests in *St. Olave's*, Hart Street; Joe Miller, in the yard of *St. Clement Danes* (where Dr. Johnson used to worship).

PLAN OF
LONDON
"FOR SATCHEL GUIDE"
Scale of One Mile
Railways
Underground Railways
The Planet divided into Mile Squares
HAMPSTEAD
UPPER HOLLOWAY
STOKE NEWINGTON
UPPER CLAPTON
LOWER CLAPTON
HOMERTON
HACKNEY WICK
HACKNEY
HIGHBURY
ISLINGTON
CAMDEN TOWN
PRIMROSE PARK AND HILL
JOHN'S WOOD
REGENTS PARK
CLERKENWELL
SHOREDITCH
OLD FORD
MARYLEBONE
BAYSWATER
HYDE PARK
KENSINGTON GARDENS
KNIGHTSBRIDGE
STEPNEY
SHADWELL
BLACKWALL
ISLE OF DOGS
SOUTHWARK
BERMONDSEY
BROMPTON
PIMLICO
BELGRAVIA
WESTMINSTER
LAMBETH
CHELSEA
BATTERSEA PARK
SOUTH LAMBETH
NEW CROSS
PECKHAM
GREENWICH

Nelson lived at 141 New Bond Street; Burke, at 37 Gerard St., Soho (Dryden died at No. 43, same street); Milton, upon the site of 19 York St., Westminster; Tom Moore, at 27 Bury St., St. James St.; Shelley, at 41 Hans Place, Sloane St.; Sir Isaac Newton, in St. Martin's St., south side of Leicester Square; William Penn, Norfolk St., Strand, last house on the left; Madame de Staël, 30 Argyll St., Regent St.; Talleyrand, house of French Embassy, north side of Manchester Square; Louis Philippe, Cox's Hotel, Jermyn St.; Louis Napoleon, 3 King St., St. James Square. Keats lodged at No. 71 Cheapside, second floor; Johnson completed his dictionary in the garret of 17 Gough Square, Fleet St., and died at 8 Bolt Court, Fleet St. Sheridan died at 7 Saville Row; Horace Walpole, at 11 Berkeley Square; Sterne, at 41 Old Bond St.; Charles Lamb, at 4 Inner Temple Lane; Sydney Smith, at 56 Green St., Grosvenor Square; Handel, in Brook St., Hanover Square; Carl Maria von Weber, at 91 Upper Portland St. Many of these houses are still standing.

Shakespeare is said to have lived on the Bankside, Southwark, near the *Globe Theatre*, which stood where Barclay's Brewery now is. Izaak Walton lived in Chancery Lane, not far from Fleet St. on the left; Peter the Great, in Pepys's house, on the site of the last house, west side of Buckingham St., Strand, and he also frequented the "Czar of Muscovy" tavern, 48 Great Tower St.; Benjamin Franklin worked as a journeyman printer in Bartholomew Close, Smithfield, and lived at 7 Craven St., Strand.

The "Boar's Head Tavern," immortalized by Shakespeare, was near London Bridge, where the statue of William IV. now stands; "Will's Coffee House" was at the corner of Bow St.; the "Mitre Tavern" is in Fleet St.; and "Crosby Hall," the residence of Richard III. when Duke of Gloucester, and of Sir Thomas More, is now a restaurant in Bishopsgate Street. The old "Cheshire Cheese" hostelry, in Fleet Street,

was a favorite resort of Dr. Johnson, and contains his portrait and favorite seat.

For much interesting matter on the historical, biographical, and literary associations of the metropolis, see Hare's "Walks in London," Hutton's "Literary Landmarks of London," and Lucas's "The Wanderer in London."

Excursions in the Neighborhood of London

WINDSOR, with its famous *Castle*, may be reached either by the Great Western Railway, from Paddington (22 miles), or by the South Western from Waterloo station (26 miles). The state apartments are open to the public on Mon., Tues., Thurs., Fri., and Sat., by tickets obtained (gratis) at the office in the castle. The *Albert Chapel* is shown on the same days; *St. George's Chapel*, daily (service, 10.30 and 3), except Wed. The *Long Walk* (3 miles) and other walks in the *Great Park* may well tempt you to spend at least half a day here; and ETON, with its famous *College*, on the other side of the river, half a mile from Windsor, should also be visited.

STOKE POGES, the scene of Gray's "Elegy," and the poet's burial-place, is only a mile from the Slough station on the Great Western Railway, where the branch for Windsor turns off. There is a monument to Gray's memory in the beautiful *Stoke Park*. *Slough* was the residence of Sir Wm. and Sir John Herschel. In summer there is a rail and motor bus excursion (tickets issued by the Great Western Railway) which includes these points, also Burnham Beeches, and the house where Milton wrote "Paradise Lost" (16*s*., tickets at American Express office).

HAMPTON COURT is about 13 miles from London by rail (from Waterloo station), or 24 miles by water. It is reached in 1½ hours by motor bus from the Marble Arch. The State Apartments, Picture Gallery, and Wolsey's Hall are free to the public every day except Friday from 10 till 6 in summer, and from 10 to 4 in

winter (*Sundays* from 2 to 4 or 6); and the grounds are open till sunset. Catalogues of the pictures may be had in the Palace. It is a pleasant walk through *Bushy Park* (about 3 miles) to TWICKENHAM, where Pope's villa was, and where he is buried in the village church. You can take the train here for your return to London, or walk to RICHMOND (a mile and a half) by the foot-path on either side of the river, and thence to the city by rail, omnibus, or steamer (when the water is deep enough) or row-boat. The view from *Richmond Hill* is perhaps the finest in the environs of London, and the river scenery between Richmond and Kew, on the way to London, is charming. The *Star and Garter* hotel (rebuilt), renowned for its dinners, is near the entrance of *Richmond Park*, a favorite resort of Londoners. The park is eight miles in circuit, and full of noble old trees.

The *Royal Botanical Gardens* at KEW, or "Kew Gardens," are free to the public every day from noon till sunset (*Sundays* from 1 P. M.). They may be reached by rail (from Waterloo station), by steamer, or by motor bus. The Gardens cover 75 acres, and the contiguous "Pleasure Grounds" 270 acres more. The great "Palm House" is 362 feet long, 100 broad, and 66 high; and the "Temperate House" is nearly as large.

The *Crystal Palace* at SYDENHAM is reached by rail (7½ miles) from London Bridge, Victoria, etc. (by Brighton line), or from Ludgate Hill, Farringdon St. (connecting with Metropolitan stations), etc., by the "High Level" line (London, Chatham, and Dover), also by Metropolitan Railway. Admission, 1*s*. A half day will suffice for a glance at the building and the grounds. If you spend a whole day, you can get a good lunch or dinner in the Palace. For musical and other entertainments, see the daily papers at the time.

HARROW-ON-THE-HILL (10 miles, by Metropolitan Railway) is famous for its *School*, where Byron, Peel, Sheridan, and many other eminent men were

pupils; and also for the extensive views it commands, especially from the churchyard. It is about a mile from the station to the church.

ST. ALBANS, the Roman *Verulamium* (21 miles from Euston), is noted for its magnificent *Abbey*, which was raised to the rank of a *Cathedral* in 1877. It has lately been extensively restored. It contains the monuments of Sir John Mandeville and Duke Humphrey of Gloucester. In *St. Michael's Church* there is a monument to Bacon, "the sage of St. Albans." There is a beautiful walk along the Ver leading to it.

DULWICH (5 miles from London, reached by rail from Victoria or Ludgate Hill station) should be visited for its *Picture Gallery*, which is open every day, except Sunday, from 10 to 4 or 5. It is especially rich in paintings of the Dutch school, with some fine Murillos. *Dulwich College* was founded by the actor Edward Alleyn in the reign of James I., and the pictures were bequeathed to it by Sir Francis Bourgeois, R. A., in 1811. Henslowe's "Diary" is preserved here, with portraits of Alleyn, Drayton, Lovelace, and sundry other poets and actors.

GREENWICH (5 miles) is reached by rail from Charing Cross or London Bridge station, by omnibus from Charing Cross, or by steamer from London Bridge. In the *Park* (open to the public all day) is the *Royal Observatory* (visitors not admitted), whence longitude is reckoned. The "Painted Hall" in the *Hospital* may be seen gratis daily from 10 to 4, 5, or 6; on Sunday, from 2. It contains many portraits, good and bad, with other pictures, and statues of Sir Sydney Smith, Lord Exmouth, and Lord De Saumarez. The Chapel contains West's "Shipwreck of St. Paul." The Museum is also free.

The *Arsenal* at WOOLWICH, a few miles below Greenwich (reached by rail or river), is shown to visitors on Tuesday and Thursday (10 to 12 and 2 to 4) by ticket from the War Office, Pall Mall. It is the largest establishment of the kind in the world. The workshops, fur-

naces, forges, etc., employ 10,000 persons, and at times a much larger number. The *Royal Military Repository*, on Woolwich Common (open to the public from 10 to 5 daily), contains a museum of ancient arms and armor, models of batteries, ships, etc.

London to Canterbury and Dover

Other excursions in England will be briefly mentioned below; but if the tourist has but three months at command, and wishes to spend at least half of it on the Continent, he may think it best to go directly to *Belgium*, via Dover and Ostend, spending a day or a part of a day *en route* at the ancient city of *Canterbury*. From London to Canterbury (by London, Chatham, and Dover, from Ludgate Hill or Victoria) it is 62 miles (mail train, 19*s.*, 12*s.* 8*d.*), or through to Dover, 78 miles (13*s.*, 8*s.* 2*d.*, 6*s.* 5½*d.*).

Rochester (33 miles from London) is interesting for its ruined *Castle*, and its *Cathedral*, one of the smaller buildings of the kind, mostly Norman (nave and crypt) and Early English (choir and transepts), but with some good pieces of Decorated work (choir windows, doorway of chapter-house, etc.).

Gad's Hill (about 3 miles from Rochester) is famous as the scene of Falstaff's encounter with his "men in buckram," and as the residence of Dickens. Rochester is the *Cloisterham* of "Edwin Drood."

Canterbury, the Roman *Durovernum* and the Saxon *Cantwarabyrig* ("the stronghold of the Kentishmen"), was "the first English Christian city," and is now the metropolitan see of the whole land. Its prime attraction is the *Cathedral*, which occupies the site of the ancient Roman or British church, ascribed to King Lucius, and bestowed on St. Augustine by Ethelbert — "the earliest monument of the English union of Church and State." This church, after being nearly destroyed by the Danes in 1011, was restored by Canute in 1023, but was completely burned in 1067. Lanfranc, the first Norman archbishop (1070–1089),

rebuilt the church; but under Anselm, the next archbishop, the eastern part was taken down and rebuilt on a grander scale; and his successor finished the chancel, thenceforth known as "the glorious choir of Conrad." The church was dedicated in 1130, and in 1170 was the scene of Becket's murder. In 1174 Conrad's choir was burnt, but rose from its ashes, more beautiful than before, between that date and 1184, when the church was dedicated to St. Thomas the Martyr. A new nave and transepts were erected between 1378 and 1410, and the great central tower was added about 1495.

In 1220, the relics of Becket were transferred from the crypt to the magnificent shrine in the retro-choir, which was the resort of pilgrims until 1538, when it was utterly demolished by decree of Henry VIII. A remnant of the mosaic pavement in front of the shrine still shows where it stood. The original stained glass remains in the aisles of the choir, in the Trinity Chapel, and in the Corona. These windows are of the 13th century, and "for excellence of drawing, harmony of coloring, and purity of design, they are justly considered unequalled."

Among the *monuments* in the cathedral are those of Edward the Black Prince, Henry IV. and his second wife, Joan of Navarre, Archbishop Stephen Langton (who divided the Bible into chapters), Cardinal Pole, and Archbishop Morton, who effected the union of the Roses by the marriage of Henry of Richmond to Elizabeth of York; also the stately pile erected by Margaret Holland to the memory of her husbands, John Beaufort, Earl of Somerset, half-brother of Henry IV., and Thomas of Clarence, second son of Henry IV.

The *crypt*, partly Norman and partly of a century later, is peculiarly interesting. Here, in 1561, Queen Elizabeth permitted the Protestant exiles from France and Flanders to set up their silk-looms, and their descendants still use the side aisle as a place of worship. It was in the earlier crypt under Trinity Chapel that the body of Becket rested until removed to the splendid

shrine above; and here too Henry II., doing penance for the murder, submitted to be scourged by the bishop and the monks, and passed the whole night fasting.

St. Martin's Church is said by antiquarians to be the oldest church in England. It is partly built of Roman bricks, and perhaps dates back to the second century. It is a quaint little structure, almost buried in a thick growth of ivy. From the hill on which it stands there is an admirable view of the cathedral. There is another fine view from the *Dane John* (or Donjon), an artificial mound, on the edge of the city, in a small public park. Near by are the remains of the ancient *Castle*.

Other objects of interest in Canterbury are the remains of the old *St. Augustine's Monastery*, incorporated in the *Missionary College; St. Bartholomew's Hospital*, founded by Becket; *St. Dunstan's Church* (14th century), where the head of Sir Thomas More is said to be buried; and the *Museum* (free), containing Roman and Anglo-Saxon antiquities, etc. *Mercery Lane*, leading from the High Street to the Cathedral, is said to take its name from the wares exposed in its shops to tempt the pilgrims resorting thither.

RAMSGATE and MARGATE, two of the most popular seaside resorts in England, are respectively 16 and 20 miles from Canterbury, and between the two is the pretty village of *Broadstairs*, preferred by many as a bathing-place on account of its comparative quiet and seclusion. It was a favorite resort of George Eliot and of Dickens, who wrote parts of "Pickwick" and other novels here.

DOVER is in a deep valley surrounded by chalk hills, on one of which (320 feet above the sea) is the ancient *Castle*, containing remains of Roman and Saxon works that preceded the Norman fortifications. Half a mile to the southwest of the town is *Shakespeare's Cliff*, supposed to be the "dread summit" described in *Lear* (iv. 1 and 6) —

> — "whose high and bending head
> Looks fearfully in the confined deep."

Other Places of Note in England

For the benefit of the tourist who can spend more time in England, or who may wish to visit other parts of the country *instead* of some of those already mentioned, we add brief memoranda of the more important cities and towns not included in the above routes, with the most convenient way of reaching them.

Cathedral Cities. — Norwich may be visited from Ely (53 miles), or from London (114 miles; 20*s.* 6*d.*, 9*s.* 5½*d.*). The *Cathedral* (begun in 1094) is chiefly Norman, and is one of the larger churches of its class. The spire, rebuilt in the 15th century, is 315 feet high. There are several other old churches of much interest, and the ruins of a Castle dating back to the times of the Conquest.

Lichfield may be reached from *Birmingham* (16 miles). It is on the direct line from Chester or Liverpool to London. The *Cathedral*, built mainly in the 12th and 13th centuries, is a magnificent example of Decorated work. The central spire, 258 feet high, is "incomparable for lightness and elegance." The shaded avenue on the north side of the cathedral, called "the Dean's Walk," is said to have been a favorite resort of Major André. The house where Dr. Johnson was born is still standing, and the Grammar School, where he and Addison (whose father was Dean of Lichfield) and Garrick were pupils, has been recently restored.

Salisbury is 83 miles from London (14*s.*, 8*s.* 9*d.*, 6*s.* 11½*d.*). It has some quaint old houses, but the chief attraction is the *Cathedral*, situated in its quiet "Close" of several hundred acres, with no buildings about it except the bishop's palace and others appropriately connected with it. It is one of the noblest of the English cathedrals, and unique in the uniformity of its architecture, which is the purest Early English. It was begun in 1220 and finished about 1260. The spire is the highest in England (406 feet)

and remarkable for its beauty. The interior is comparatively plain and bare, but rich in monuments. Massinger, Addison, and Fielding were residents of Salisbury, and "The Vicar of Wakefield" was first printed here. George Herbert's church at Bemerton is 1½ miles away. The rectory is shown to visitors.

OLD SARUM, famous for the privilege it had until 1832 of sending two members to Parliament, though without a single inhabitant, and also for its historical associations, Roman, Saxon, and Norman, is about a mile from Salisbury, and interesting excavations there are in progress. STONEHENGE, with its mysterious monuments, Druidical, or whatever they may be, is about eight miles off; and WILTON, noted for its carpets, and as the place where Sir Philip Sidney wrote his "Arcadia," is within three miles.

WINCHESTER is 29 miles from Salisbury, and 66 from London (11*s.* 7*d.*, 5*s.* 6*d.*). It was an old town before the Roman conquest, and later was the capital of Alfred and Canute. In its ancient cathedral, Egbert, the first Saxon king, Richard I., and several other English monarchs were crowned; and Alfred, Egbert, Canute, and William Rufus were buried here. It was the see of William of Wykeham (1366 to 1404), to whom we owe the noble west front and the magnificent nave of the *Cathedral*, the crowning glory of the city. Externally, except for the west front, it is not equal to some of the other great cathedrals, but within it is unrivalled for grandeur and beauty, and for wealth of exquisite decoration.

Next to the cathedral in interest is *Winchester School*, or *St. Mary's College*, founded and endowed by William of Wykeham. The dining-hall, chapel, etc., are excellent Gothic work of the 14th century.

A mile from the city is the *Hospital of St. Cross*, founded in 1136 by Henry de Blois, and likewise interesting for its architecture. At the porter's lodge, every one who asks the hospitality is entitled to a horn of ale and a slice of bread, as in the olden time.

Wells is 18 miles from Bath, and 17 from Bristol. It is a lovely and secluded place, very ancient and very sleepy, but its *Cathedral* is one of the largest and most splendid in the kingdom. The "Close" retains its antique character completely. "The moat about the Bishop's palace, overhung by a thick curtain of aged elms mingled with ivy, growing like a warrior's crest upon the high turreted interior walls, and reflected in deep shadows in the smooth dark mirror of the water, has a thoroughly feudal look, which is heightened by the drawbridge over the moat, and the frowning castellated gateway." The cathedral occupies the site of a Saxon church built in 704, but no part of the present structure is older than the 12th century. The west front retains much of its rich sculpture and statuary, including 153 figures of life size, and more than 450 smaller ones. The central tower, the chapter-house, and the lady chapel are also much admired.

About five miles from Wells is Glastonbury, associated with the earliest traditions of the English Church, blended with the heroic legends of King Arthur and his Knights. It was the "vale of Avalon," or, as Tennyson calls it,

> — "the island-valley of Avilion,
> Where falls not hail, or rain, or any snow,
> Nor ever wind blows loudly; but it lies
> Deep-meadowed, happy, fair with orchard-lawns,
> And bowery hollows, crowned with summer seas."

Here stood the *Abbey of Glastonbury*, one of the richest in all England, the scanty ruins of which are still of much interest. King Arthur and Guinevere, King Edgar, and many nobles and prelates were buried here, it is said, but no traces of their monuments are left. Here grew "the Glastonbury thorn," and here St. Dunstan put the devil to flight with the red-hot tongs. On *Tor Hill*, northeast of the town (whence there is a fine view), the last Abbot of Glastonbury was hanged by Henry VIII.

Exeter is 71 miles from Wells, and 75 from either

Bath or Bristol. Its *Cathedral*, though inferior in size to many in England, is unequalled in some of its details. The west front is renowned for its rich and elaborate stone screen, "like a lace veil suspended over the actual dead wall of the edifice"; and the fantracery of the nave vaulting is superb. The windows are remarkable for the variety of their geometrical tracery. The *Guildhall* (built in 1464), *St. John's Hospital* (founded in 1225), *College Hall* (dating from the 14th century), and the ruins of *Rougemont Castle* are other objects of interest in Exeter.

HEREFORD, the seat of one of the minor cathedrals, is 29 miles from Worcester and 30 from Gloucester, from either of which places it is easily reached by rail. It was the birthplace of Nell Gwynne and of Garrick.

CHICHESTER, also a cathedral city, is 16 miles from Portsmouth, and 28 from Brighton. The *Cathedral* (mainly of the 12th century) is 380 feet long and 191 broad through the transepts, with a graceful spire 277 feet high (rebuilt since its fall in 1861). The poet Collins was born and died in Chichester.

BRISTOL is 118 miles from London, and 11 from Bath. The *Cathedral*, originally the church of St. Augustine's Abbey, contains the monument of Bishop Butler (author of the "Analogy"); but it yields in architectural interest to the *Church of St. Mary Redcliffe*, the interior of which is in the purest style of the Perpendicular period. Queen Elizabeth called it "the fairest, the goodliest, the most famous parish-church in England." It was in this church that Chatterton pretended to have found the "Rowley" manuscripts. In *Broadmead Chapel* Robert Hall preached for five years. Behind *St. Peter's Church* is the grave of Savage the poet. Southey and Coleridge were natives of Bristol. CLIFTON, a suburb of Bristol, is noted for its salubrious air and its charming scenery. From the elevated plateau of *Clifton Down*, a suspension bridge, 700 feet long and 250 feet above the water, spans the gorge of the Avon.

MANCHESTER may be visited from Liverpool (31 miles) or *en route* from Chester to the Lakes. The *Cathedral*, originally the Collegiate Church, was founded in 1422, but has since undergone many changes. The choir is the most beautiful part of the edifice, and the oaken stalls, dating from about 1505, are finely carved. Some of the modern public buildings are very elegant, especially the new *City Hall* and *Assize Courts*. *Owens College*, now incorporated in *Victoria University*, has about 1200 students; and the buildings are extensive and handsome. *Peel Park*, in Salford (virtually a part of Manchester), and some portions of the suburbs are worth visiting. The Manchester Ship Canal is a notable feature.

COMMERCIAL TOWNS, WATERING-PLACES, ETC. — BATH, 107 miles from London, and 11 from Bristol, has been noted for its mineral springs from the time of the Romans, who erected baths here (A. D. 43), and, as the remains show, made it no mean city. The *Abbey Church*, of late Perpendicular style, contains many monuments by Flaxman, Chantrey, and others.

PLYMOUTH is 50 miles from Exeter, and is best visited from this point. It is historically interesting as "the great national harbor," the chief nursery of the English navy. It is now an important naval station, and the breakwater, docks, fortifications, etc., are remarkable works. Steamers of the German, White Star, and American lines touch here. The famous *Eddystone Light* is 14 miles distant. On the Hoe is the monument to Sir Francis Drake.

TORQUAY, one of the most celebrated watering-places in England, is on Tor Bay, about equidistant from Plymouth and Exeter. The scenery in this neighborhood is very beautiful.

SOUTHAMPTON, 80 miles from London, and 13 from Winchester, has an excellent harbor, and is an English stopping-place for some steamers of the White Star and American lines. There are also steamships from here to the East and West Indies, South Amer-

ica, the Mediterranean, Australia, etc. The *Bargate* is a remnant of the old fortifications, erected in the 11th century. In the High Street are many picturesque old houses. *Netley Abbey*, about three miles from the town, is a picturesque ruin in a setting of lovely wooded scenery.

PORTSMOUTH, 18 miles from Southampton, is the chief naval arsenal of Great Britain, and the dockyards, storehouses, etc., are on a very extensive scale. There are also some quaint old houses, and a parish church (*St. Thomas Becket*) of the 13th century.

BRIGHTON, "the queen of all English watering-places," is 51 miles from London, and 44 from Portsmouth. "It is the fashion," says Thackeray, "to run down George IV.; but what myriads of Londoners ought to thank him for inventing Brighton! One of the best physicians our city has ever known is kind, cheerful, merry Doctor Brighton." Of the public buildings, the most prominent, and the worst in architecture, is the *Pavilion*, built by the Prince Regent, but now owned by the town. With its profusion of domes, cupolas, and minarets, it looks, as Sydney Smith said of it, "as if the dome of St. Paul's had come to Brighton and pupped." The *Chain Pier*, "where for 2*d*. you can go out to sea and pace the vast deep without the need of a steward with a basin," is a magnificent promenade, nearly a quarter of a mile long, supported after the manner of a suspension bridge. The *New Pier* is even finer in its way; and the *Aquarium* is one of the best collections of the kind in the world. There are many delightful walks and excursions in the neighborhood. In the *Museum* is the remarkable Willett Collection of British Pottery and Porcelain, and in the *Dyke Road Museum* the superb Booth Collection of British Birds.

HASTINGS, 32 miles from Brighton, is a popular watering-place. Here William of Normandy landed in 1066, and seven miles to the northwest the battle of Hastings was fought. The ruins of the splendid *Battle*

Abbey, founded by the Conqueror on the scene of his victory, are well worth a visit (open on Tues. from 12 to 4).

The Isle of Wight is most conveniently reached from *Southampton* or *Portsmouth*, by steamer to *Ryde*. The passage from the latter place is made in half an hour. There are also steamers from both places to *Cowes*. If one has but one day for the island let him go by early train from Ryde to *Ventnor;* by coach to *Freshwater* and *Alum Bay*, and back to Freshwater; then by train to *Newport* and *Carisbrooke Castle;* and to Ryde or Cowes by late train. From Newport excursions may be made (railway, or on foot) to *Yarmouth*, *Freshwater* (*Farringford*, Tennyson's marine residence, is near here), *Alum Bay*, and the *Needles*, all at the western end of the island, within two or three miles of each other, and eight or ten miles from Newport. At *Alum Bay* "the effect produced by the wonderfully colored cliffs, contrasting with the glittering masses of the snowy Needles, is very curious." At *Afton Down*, overlooking the beautiful Freshwater Bay, may be seen numerous *barrows*, or *tumuli*, which date back to a prehistoric epoch. At Carisbrooke (a mile from Newport), besides the picturesque ruins of the *Castle*, there is the ancient Norman *Church of St. Mary* with its stately Perpendicular tower, and the remains of a *Roman Villa*, discovered in 1859. On the direct road from Newport to Ventnor is the romantic village of Godshill, "abounding in bloom and leafiness, out of whose balmy depths rises the rugged church-crowned hill, its abrupt sides studded with irregular cottages, and broken into flowery rifts and chasms." Ventnor, at the southeast corner of the island, is a favorite resort for consumptives. A mile from the town is Bonchurch, noted for its charming scenery and delightful walks. John Sterling is buried in the churchyard of the *Old Church*, founded about 1070. Ryde has a pleasant seat on a hillside, with fine views of sea and shore. The *Pier* (2250 feet long)

and the *Esplanade* (1200 feet) along the sea-wall are admirable in their way. About 8 miles from Ryde is SHANKLIN, a favorite watering-place, with its famous *Chine* (ravine, or gorge) opening towards the sea.

The island measures only some 23 miles from east to west, and 13 miles from north to south. A week might be very agreeably spent in examining it in detail (with a local guide-book as a pocket companion), "tramping" from village to village at one's leisure, and living at the quiet country inns.

Most of the places mentioned above may be taken in course in an *Excursion through the South of England*, as follows: From London to Bath and Bristol; thence to Wells and Glastonbury; then to Exeter (going to Plymouth and back from there, if at all); from Exeter to Salisbury; from Salisbury to Winchester; from Winchester to Southampton and Portsmouth (and, if desired, to the Isle of Wight and back); from Portsmouth (via Chichester) to Brighton; thence (via Hastings) to Canterbury and Dover *en route* for Belgium, as described above.

BUXTON, in Derbyshire, famous since Roman days for its warm baths and springs, may be reached from *Sheffield* (27 miles). *Chatsworth*, "the Palace of the Peak," the magnificent seat of the Duke of Devonshire (11 to 4; Sat. 11 to 1), is 14 miles from Buxton and 10 from Matlock. From the latter there are excursion-brakes to *Haddon* and *Chatsworth* in summer at moderate rates; or one may take the railway (from Buxton also) to *Hassop*, *Bakewell*, or *Rowsley*, this last being the most convenient point for reaching both Haddon and Chatsworth (brakes at 6*d*. for the former, and 1*s*. for the latter). The walk from Matlock along the banks of the Derwent is a delightful one, if you have the time for it; also the trip to Dovedale, with its memories of Izaak Walton.

Haddon Hall, famous as one of the noblest and best preserved of the *old* baronial mansions of England

(open daily; gratuity to custodian), is 5½ miles from Chatsworth, and 2 from Rowsley.

MATLOCK BATH, noted for its medicinal springs, is in a romantic valley or ravine, through which the silver Derwent flows. On one side rises the *High Tor* (396 feet high), and on the other the loftier *Masson*. Besides the springs, the attractions are the caverns and mines, rich in fossils and stalactites, the petrifying wells, and the many delightful excursions in the neighborhood. The mines here were worked by the Romans, Saxons, and Danes, and traces of the Roman operations are recognizable even now.

SCARBOROUGH, in Yorkshire (42 miles from York), combines the attractions of mineral springs and sea-bathing, and is much crowded in the height of the season. It is situated on a noble bay that has been compared to that of Naples, and the beach is not surpassed in all England.

ROUTES TO PARIS, HOLLAND, ETC. — If the tourist prefers to go from England to *Paris* rather than to *Ostend*, he has the choice of several routes: —

(1.) *By Dover and Calais.* Fares to Paris: 56*s.* 8*d.*, 39*s.* 8*d.* Return tickets (good for one month), 95*s.* 9*d.*, 69*s.* 10*d.* There is also a 3d class by the night service at 25*s.* 9*d.* Return tickets (one month), 40*s.* 6*d.* By this route the sea-passage is the shortest (22 miles), made in about an hour and a half.

(2.) *By Folkestone and Boulogne.* Fares to Paris: 50*s.*, 34*s.* 8*d.* Return tickets, 87*s.* 10*d.*, 63*s.* 3d class, 23*s.* 5*d.*; return, 38*s.* 9*d.* Sea-passage (26 miles) about 2 hours. This is the *quickest* day route to Paris (8 hours), the shorter railway in France more than making up for the difference by sea.

(3.) *By Newhaven and Dieppe.* Fares to Paris: (night) 34*s.* 7*d.*, 25*s.* 7*d.*, 18*s.* 7*d.*; by day, 1st and 2d class, 4*s.* and 2*s.* 5*d.* more. Return tickets (one month), 58*s.* 3*d.*, 42*s.* 3*d.*, 33*s.* 3*d.* Sea-passage (67 miles), 4 hours. The journey may be broken at Newhaven, Dieppe, or Rouen, tickets being good for *seven days.*

(4.) *By Southampton and Havre (daily, except on Sunday; night service only).* Fares to Paris: 33*s.* 10*d.*, 24*s.* 10*d.* Return (one month), 56*s.* 8*d.*, 40*s.* 8*d.* The journey may be broken at Winchester, Southampton, Havre, or Rouen, the tickets being good for *seven days*. Sea and river passage (105 miles) about 8½ hours.

☞ A very comfortable and economical route to the Continent is by rail from London (Liverpool Street Station) to *Harwich*, thence by steamer to *Antwerp* or the *Hook of Holland* (near *Rotterdam*), connecting at either point with Continental lines. Fares: 26*s.*, 15*s.* This is a *night* route only.

For other routes to the Continent from London and other points, see Cook's "Continental Time Tables" or Bradshaw's "Continental Guide."

BELGIUM AND HOLLAND

Dover to Ostend

THE distance from Dover to Ostend is 68 miles, and the passage (thrice daily) is made in about 4 hours. The fares through *from London* are 27*s.* 11*d.* and 19*s.* 10*d.* (to *Brussels*, 38*s.* 10*d.*, 28*s.* 4*d.*); from *Dover* to *Ostend*, 9*s.*, 7*s.* 2*d.* As there are no tolerable accommodations for sleeping on the steamers (except a few private cabins), the day passage is to be preferred.

OSTEND is a port of some importance and a favorite watering-place, "a sort of Belgic Brighton." The *Digue*, or sea-wall, is the chief promenade, and is a lively place on a summer evening. The public buildings are of no interest.

Ostend to Antwerp and Brussels

The chief places of interest on this route are *Bruges*, *Ghent*, *Antwerp*, *Malines*, *Brussels*. The Belgian *money* is reckoned in francs and centimes, of the same

value as in France (100 centimes = 1 franc = 18.6 cents in our currency, or 9½ English pence).

Bruges, or Brügge, is 14 miles from Ostend. In the 14th century it was "the great commercial centre of Europe," and it still bears many outward marks of its ancient wealth and splendor. It takes its name from the many *bridges* across the canals, which make it "a northern Venice."

The *Cathedral* (*St. Sauveur*), built in the 13th and 14th centuries, is less interesting for its architecture than for the numerous paintings it contains. The Church of *Notre Dame*, near the Cathedral, is of the 12th century, but the spire (390 feet high) has been lately rebuilt. The bronze doors are worthy of examination. A small statue of the Virgin and Child, in the south transept, is attributed to Michael Angelo. In one of the chapels of the choir are the magnificent tombs of Charles the Bold and his daughter Mary (see Longfellow's "Belfry of Bruges" and notes). The neighboring *Hospital of St. John* (open to visitors from 9 to 12 and 1 to 6, for 1 *fr.*) contains a collection of pictures by Memling, "which alone would amply repay a visit to Bruges." The *Hotel de Ville* (14th century) is an elegant Gothic structure, and the roof of the great hall is much admired. The *Chapelle du Saint Sang*, adjoining the Hotel de Ville, is partly of the 12th and partly of the 15th centuries, with a portal and staircase in the flamboyant style of the 16th. It takes its name from some drops of the blood of Christ said to have been brought from the Holy Land, in 1150, by Count Theodoric of Flanders. The *Palais de Justice* is remarkable for the elegant carved oak chimney-piece (executed in 1529, restored in 1850), which nearly fills one side of the council-chamber. The *Municipal Library* (10–1 and 4–7, except on Sat. and Sun.) is rich in old illuminated manuscripts, missals, etc. The *Academy of Art* contains several paintings by Van Eyck and Memling (½ *fr.*; free Sunday, from 11 to 1). In the *Church of St. Jacques* (15th century),

besides some good pictures, there are mediæval monumental brasses, interesting for their execution and as being almost the only Spanish monuments still to be seen in Belgium. The "Belfry of Bruges" (350 feet high), built in the latter part of the 14th century, is the tower of the *Halles*, now occupied by municipal offices and a market. The chimes (48 bells) are among the best in Europe, and play every quarter of an hour. It is worth while to ascend the tower (½ *fr.* to the doorkeeper, and the same to the custodian at the top), not only to see the bells, but also for the extensive view.

GHENT is 28 miles from Bruges by rail. The *Belfry* (375 feet high) is noted for the view from the top, for the chimes (44 bells, including the one whose "name is Roland"), and for its vane, the "golden dragon" (10 feet long), taken from the Church of St. Sophia in Constantinople, by Count Baldwin in 1204. The *Hotel de Ville* is peculiar for having two façades of wholly different character: the one a richly decorated example of the flamboyant Gothic of the 15th century, the other in the Italian Renaissance style, built between 1595 and 1628. The *Cathedral of St. Bavon*, unattractive externally, has one of the most beautiful interiors in all Belgium. It is also very rich in sculpture and in paintings, including the famous "Adoration of the Lamb," painted by Jan and Hubert van Eyck for Philip the Good, 1420–32. *St. Michael's Church* (1442–1480), used in 1791 as a "Temple of Reason," contains some fine paintings. *St. Pierre* (St. Peter) is also noteworthy for its pictures; and there is a collection of considerable interest in the *Academy of Art*. The *Oudeburg*, a castellated gateway, is a remnant of the ancient palace of the Counts of Flanders, where John of Gaunt (or *Ghent*) was born in 1340. The palace was built in the 9th century, but this gateway not until the 12th. The Square known as the *Marché au Vendredi* (or *Vrydagmarkt*) is interesting for the quaint old buildings that surround it, and as the scene of the most important events in the his-

tory of the city. Here occurred the bloody civic broil between the weavers and the fullers in 1341, in which 500 were slain; here Philip van Artevelde received the oath of fidelity from the citizens in 1381 before leading them against Louis; and here many heretics were burned during the reign of the bloody Duke of Alva. The *Grand Béguinage*, or nunnery of the Béguines, which forms a little walled and moated town in the suburbs (a short walk from the Antwerp railway station), should be visited. *Le Petit Béguinage* is a smaller nunnery in the city. The *Museum of Archæology* contains interesting collections of industrial art. The *Botanical Garden*, one of the finest in Europe, the *Place d'Armes* (or *Kouter*), a beautiful esplanade where a flower market is held Sunday morning, the *Zoölogical Garden* (1 *fr.*), and the ruined *Abbey of St. Bavon*, are among the other attractions of Ghent.

ANTWERP, or in French *Anvers*, 31 miles from Ghent by railway, is the chief seaport of Belgium. In the 16th century it had 200,000 inhabitants; in 1790, only 40,000; and now it has 250,000 or more.

The *Cathedral* is the largest and most beautiful Gothic church in Belgium. It was begun about the middle of the 14th century and completed in the 16th, but has been much damaged and restored since then. The spire is 402 feet in height, and the chimes (99 bells) are deservedly famous. Within the church are Rubens's "Descent from the Cross," considered his masterpiece, and also his "Elevation of the Cross," "Assumption," and "Resurrection"; with many good pictures by other artists. The principal pictures are shown gratis on Sun. and Thurs. 8–12; on other days, 12–4, for 1 *fr.* Outside the church, near the tower, is the famous old *well*, with its iron canopy wrought by Quentin Matsys, the blacksmith artist. The *Church of St. Jacques*, built near the end of the 15th century, contains the tomb of Rubens and many pictures, the best of which are veiled and shown only for a fee (1 *fr.*). In the *Church of the Capuchins* (or *St. Antoine*), there

is a valuable Van Dyck and a Rubens; in the *Church of the Augustines*, a large altar-piece by Rubens (the "Marriage of St. Catherine"), etc.; and in *St. Paul's*, Rubens's "Scourging of Christ," etc. The *Museum* (daily, 9 or 10–4 or 5; Sun. and Thurs. free, other days 1 *fr.*) contains about 1000 pictures, among which are many by Rubens, Van Dyck, and others, especially of the Flemish school. They are all marked with the painters' names. A catalogue in French is sold for 1.50 *fr.*; a shorter one in Flemish, 50 *c.* The *Plantin-Moretus Museum*, in the house of the old printer, Christopher Plantin, is of peculiar interest for its antique furniture, tapestry paintings, etc. (1 *fr.*); daily, free Thurs. and Sun. The *Zoölogical Garden* (1 *fr.*) is one of the best in Europe.

Antwerp is the most convenient point from which to visit *Holland*. See route below.

MALINES, or MECHLIN, 14 miles from Antwerp, *en route* for Brussels, is worth a half-day, if the tourist can spare it. The *Cathedral* (*St. Rombold* or *Rombaut*), begun in the 12th century, and completed in the 15th with the exception of the tower (still unfinished, though 324 feet high), has an altar-piece by Van Dyck, with other pictures of less note. The *Church of St. Jean* (St. John) contains an altar-piece by Rubens which he considered one of his best works, and a carved pulpit by Verhaeghen.

BRUSSELS, the capital of Belgium, is 14 miles from Malines. The *Cathedral* (*St. Gudule*), the choir and transepts of which are of the 13th century, the nave and towers of the 14th, and other portions of the 15th, 16th, and 17th, is rich in old and modern stained glass and in monuments. The carved wooden pulpit by Verbrüggen (1699) represents the expulsion of Adam and Eve from Paradise. The *Picture Gallery* (free, 10–3, or later in summer) is the chief collection in Belgium. The ancient paintings are in the *Palace of Fine Arts*, the modern ones in another building in the rear. The *Royal Library* (free, 10–3 or 4) contains

more than 300,000 volumes and 100,000 engravings, with the celebrated *Burgundian Library* of 12,000 MSS. In the *Porte de Hal* (built in 1381, and used as a prison during the Belgian "reign of terror" in the 16th century) is a collection of arms and antiquities (daily, 10–3 or 5; free). The new *Palais de Justice* is the largest building in the world, covering 270,000 square feet with a mass of sculptured and polished marble, surmounted by a marble tower, 400 feet high. It cost about $10,000,000. The *Bourse*, or exchange, is another magnificent civic edifice. The elegant *Hôtel de Ville*, with its graceful tower, 364 feet high, was built 1402–1454. There is a fine view from the tower (best in the P. M.). In the rear of the building (corner of the rues du Chêne and de l'Etuve) is the curious "mannikin" fountain. In the *Maison du Roi* (built in 1514–25, recently restored) Counts Egmont and Hoorn were imprisoned; and in front of it they were executed in 1568. It now contains the *Communal Museum* of art and antiquities.

Among the other attractions of Brussels are the *Palais du Cinquantenaire* (monumental and industrial art; 10–5, free); the *Palais de la Nation*, where the Belgian legislature has its sessions; the *Palace of the Duke of Arenberg*, containing a small collection of choice pictures (not always accessible); the church of *Notre Dame de la Chapelle*, with mural paintings by Van Eycken, the tomb of Peter Breughel, etc.; the *Congress Column*, commemorating the establishment of the Belgian constitution in 1831; the *Martyrs' Monument* to the Belgians who fell in 1830, in the war with the Dutch; the *Boulevards;* the *Botanical* and *Zoölogical Gardens;* the *Wierz Museum* of curious paintings by the artist Wierz (free, 10–5); the *Natural History Museum* (free, 10–5); the *Park;* the *Bois de la Cambre*, a larger suburban park, etc.

Excursion to the Field of Waterloo. The battlefield may be visited by the daily coach from the Place Royale (fare both ways 7 *fr.*), or by private carriage

(20 to 30 *fr.*); but the quickest and cheapest way is by rail from the Station du Midi to *Waterloo*, or, better, to *Braine l'Alleud* (40 minutes from Brussels), the station nearest to the "Lion Mound" (entrance free), which commands the best survey of the field.

Brussels to Verviers via Louvain and Liège

LOUVAIN, 18 miles from Brussels, is celebrated for its *Hôtel de Ville*, an exquisite specimen of 15th century Gothic (interior of no interest). The *Church of St. Peter* (15th century) contains a "Holy Family" by Quentin Matsys, one of his masterpieces, a "Descent from the Cross," by Van der Weyden, etc.; and the *Church of St. Gertrude* has carved choir-stalls of the early part of the 16th century, unsurpassed in Belgium.

If you have not time for a stop at Louvain, take the train from Brussels for *Liège* (71 miles) or to *Aix-la-Chapelle* (105½ miles) *en route* for *Cologne* (150 miles from Brussels).

LIÈGE, or LÜTTICH, is in a very picturesque situation on the Meuse. It is noted for its manufactures of weapons of all kinds, and is "at once the armory and the Sheffield of Belgium." The *Palais de Justice*, in the Renaissance style (formerly the bishop's palace, and referred to in Scott's "Quentin Durward"), the *Church of St. Jacques* (16th century), with some good stained glass, the *Cathedral* (13th and 16th centuries), the little *Church of St. Croix*, consecrated in the 10th century (the nave and aisles of the 14th century), and recently restored, are the chief old buildings that are worthy of note. The *Cannon Foundry* and *Gun Factory*, in the suburb of St. Leonard, are specially interesting in their way.

Seraing, with its famous iron works, is near Liège, whence it may be reached by rail (15 minutes), tramway, or steamer on the picturesque Meuse.

The railway ride from Liège to *Verviers*, on the

Prussian frontier, *en route* for Aix-la-Chapelle, is through a district remarkable for picturesque scenery. There is no place in Belgium where a more delightful "tramp" can be taken than over this stretch of 15½ miles. Or, instead of putting up at a Liège hotel, "do" that city, and then go by rail (4¼ miles) to the pretty little watering-place of CHAUDEFONTAINE, and walk from there to Verviers. From *Pepinster* (8 miles from Chaudefontaine) a branch railway will take you in half an hour to SPA, the oldest European watering-place of any note, and worth a brief visit if time will allow.

A Run through Holland

This, as stated above, is best made from *Antwerp*. Go from Antwerp to *Rotterdam*, thence via *Leyden* and *Haarlem* to *Amsterdam*, and thence via *Utrecht* back to *Rotterdam* and *Antwerp;* or you can go from *Ghent* to *Brussels*, and thence via *Malines* (and *Louvain*, if you wish) to *Antwerp*, and then in *returning* from the trip to Holland, proceed from *Amsterdam* (or *Utrecht* if you stop there) directly to *Liège;* or (if you do not care to visit Liège and Aix-la-Chapelle) via *Arnhem* and *Düsseldorf* to *Cologne*. From Arnhem to Cologne (100 miles) it is 4½ hours by rail, and 13 hours by steamer on the Rhine.

The denominations of *Dutch money* are *florins, guldens* or *guilders*, and *cents*. 100 cents = 1 florin = 1*s*. 8*d*. sterling, or 40 cents of U. S. currency.

ROTTERDAM may be reached from Antwerp either by rail (2 to 4 hours: 9.90, 7.50, and 4.40 *francs*) or by steamer, daily, except on Sunday (about 9 hours: 2.50 and 1.20 *florins*). The steamers are well fitted up, with restaurant, etc.

The main things to see in Rotterdam are the *Boompjes*, the great quay extending for more than a mile along the Maas; the *Church of St. Lawrence* (*Groote Kerk*), with its brazen screen and great organ, and the characteristic view of Dutch scenery from the tower;

the *Boymans Museum*, containing 350 pictures, mostly by Dutch masters; and the *birthplace of Erasmus*, which bears the inscription, *Haec est parva domus, magnus qua natus Erasmus*. The *Zoölogical Gardens* are interesting.

From Rotterdam to *The Hague* is a railway ride of 14½ miles (1 *fl.* 20 *c.*; 1 *fl.*; 60 *c.*), or the passage may be made by steamer on the canal. On the way are *Schiedam*, noted for its "schnapps" (of which there are more than 200 distilleries), and *Delft*, famous in former times for its pottery, and now for the magnificent monument to William of Orange in the *Nieuwe Kerk*, and the one to Admiral Van Tromp in the *Oude Kerk*. *Delfthaven*, as is well known, was the place where the Pilgrims embarked for America in 1620.

The Hague, in Dutch 'S Gravenhage or 'S Hage, in French La Haye, originally a hunting-seat of the Counts of Holland (whence its name, *'S Graven Hage*, "the Count's enclosure"), is one of the handsomest towns in Holland. *The* attraction, however, is the *Picture Gallery*, rich in the best examples of the Dutch school. Here are Paul Potter's world-renowned "Bull," Rembrandt's "School of Anatomy" and "Presentation in the Temple," etc. The *Municipal Museum* and the *Steengracht Gallery* contain good pictures. The old *Binnenhof* is full of historic flavor. The *Royal Library* has 300,000 volumes, with many coins, medals, etc. The *National Monument*, the *Statue of William II.* in the Buitenhof, that of *William I.* in the Plein, and his equestrian statue opposite the Royal Palace, are noteworthy, and the *Park* is celebrated for its beauty, and also for the royal villa known as the *Huis ten Bosch* (House in the Wood). The new *Arbitration Building* is one of the important sights at The Hague, and cannot fail to interest Americans. *Scheveningen*, with its sea-baths, may be reached by steam railway, tramway, or on foot by a pleasant shaded avenue (2¼ miles to the beach, 3 to the Bath House). One should

not fail to see this characteristic Dutch watering-place.

LEYDEN, 9½ miles by rail from The Hague (80, 60, 40 *cents*), is the most ancient town in Holland. It was the *Lugdunum Batavorum* of the Romans. The leading objects of interest are the *Natural History Museum* (free, 10–4), the *Ethnographical Museum* (free, 12–4), the *Museum of Antiquities* (free daily, 10–4, and Sunday, 1–4; shown at other times on application), the *Municipal Museum* (daily, 10–4; 10 *c.*, free on Sunday); and the *Botanical Garden* (open till 1 P. M.). The *Burcht* or *Burg*, originally a castle of Drusus, affords a good view of the town and its environs. In the hall of the *University* (founded in 1575) are portraits of all the professors, from Scaliger down to our day; and the library is the richest in Holland. In the *Pieterskerk* is interred John Robinson, the pastor of the Pilgrim Fathers.

HAARLEM, 17 miles from Leyden (1 *fl.* 50 *c.*; 1 *fl.* 20 *c.*; 75 *c.*), is renowned for its *organ* in the *Groote Kerk* (*St. Bavon*), which is played on Tuesdays (1–2) and Thursdays (2–3), and at other times for a fee of 13 florins for the party. The *Pavilion* in the Park should be visited (10–4, 25 *c.*) for its *Industrial Museum*, filling eight rooms (4000 engravings and woodcuts in one of them); also the picture-gallery in the *Town-Hall* (10–4, 25 *c.*; Sunday, 12–3, free). *Teyler's Museum*, near the Groote Kerk, contains philosophical and chemical apparatus, fossils, coins, books, MSS., etc.

AMSTERDAM is 10 miles from Haarlem (1 *fl.*; 70 *c.*; 45 *c.*), and from its many canals has been called "a vulgar Venice." The *Harbor* with its great *Docks*, especially the *Entrepôt*, or custom-house harbor (shown by a guide for 50 *c.*), is interesting, and the *Botanical Garden* (25 *c.*) and *Zoölogical Garden* (50 *c.*, 6 A. M. to 10 P. M.) are among the best in Europe. But the supreme attraction of the city is the new *Ryks Museum* (opened in 1886), which includes not only all the paintings, etc., formerly in the *Trippenhuis* and the *Mu-*

seum van der Hoop, but also many pictures and other works of art from various public buildings in the city and from The Hague, Haarlem, and elsewhere. It is by far the best art collection in all Holland. The *Fodor Museum* (open daily, except Tuesday, 10–4, 50 *c.*; Sunday, 11–4, 25 *c.*) contains another valuable collection, including Ary Scheffer's "Christus Consolator," etc. The *Palace* may be visited for its council chamber, throne room, etc., and for the view from the tower (50 *c.* to the palace, and 25 *c.* more for the tower), and the *Exchange* at the business hour (1–2.30 P.M.). There is some good stained glass (middle of 16th century) in the *Oude Kerk*, and an elegant carved pulpit in the *Nieuwe Kerk*, but the churches generally are of no interest. The new quarter on the south side of the city contains many handsome buildings, among them the *Paleis voor Volksvlyt*, a "crystal palace," for concerts, exhibitions, etc.

The village of BROEK, about 6 miles from Amsterdam, was formerly famous as "the cleanest in the world," but is no longer worth a visit. It has, however, furnished the bulk of a collection of Dutch curiosities now to be seen in the *Broeker Huis* in the *Vondelspark* near the Ryks Museum.

UTRECHT, the *Trajectum ad Rhenum* of the Romans, may be reached by rail from Amsterdam in about an hour (1 *fl.* 70 *c.*; 1 *fl.* 25 *c.*; 85 *c.*). The *Cathedral*, consecrated about 720, enlarged in the 11th century, and remodelled in the 13th, has since suffered much from storm, fire, and iconoclastic zeal, but has recently been restored. The view from the tower (338 feet high) takes in the greater part of Holland. The *Stadhuis* contains some pictures, mostly from the suppressed monasteries of Utrecht, with other works of art. The *Archiepiscopal Museum* is an admirable collection illustrative of Dutch sacred art (10–5; 50 *c.*). The *Maliebaan*, or *Mall*, is a beautiful avenue of lime trees on the east side of the town. The old *ramparts* also afford a delightful promenade.

Soestdyk, the palace of the Queen Mother, is easily accessible from Utrecht by motor car.

From Utrecht the railway ride to *Rotterdam* is made in about an hour (*2 fl.* 50 *c.*; *2 fl.* 5 *c.*; *1 fl.* 35 *c.*); thence to *Antwerp*, by rail or steamer, as above.

THE RHINE AND GERMANY [1]

THE tourist whose time is limited to a summer vacation will not be able to travel extensively in Germany, if he wishes to spend a week or two in Switzerland and a fortnight or more in Paris. The best he can do is to sail up the Rhine from Cologne to Mayence, and thence by rail to Switzerland, diverging from the direct route to visit Heidelberg, Strasbourg, and perhaps a few other places on either side. This is the line of travel that we shall describe, adding brief hints for the benefit of those who may take a month or two more for the whole tour, or who may wish to give a larger share to Germany and less to other countries.

German Money. In the new Imperial currency for all Germany, 100 *pfennige* = 1 *mark* = about 1*s.* sterling, or 24 cents (gold) in U. S. money. The *groschen* = 10 *pfennige*.

Verviers to Aix-la-Chapelle and Cologne

VERVIERS, on the route from Brussels to Cologne, is the last Belgian station, and of no interest except for its extensive cloth manufactories. The names of some of the leading manufacturers, as Biolley and Simonis, are well known in America.

AIX-LA-CHAPELLE, or AACHEN, is 19 miles from Verviers. It was a Roman station (*Aquisgranum*), and

[1] Should it be desired to go to the Rhine from Holland, express trains go from Rotterdam to Cologne in 5 or 6 hours.

the favorite residence of Charlemagne, who died here in 814. For more than seven centuries after his death all the German emperors were crowned here, and it was not until 1793 that the imperial insignia were removed to Vienna. Little now remains of its ancient magnificence, and the *Cathedral* and the *Rathhaus*, or *Hôtel de Ville*, are almost the only buildings of much interest. Of the former, the portion called the nave was built by Charlemagne (796–804), and is an octagon surmounted by a cupola. It suffered seriously at the hands of the Normans in the latter part of the 9th century, but was repaired towards the close of the 10th by Otho III. The tomb of Charlemagne is in this part of the church, bearing the inscription, *Carolo Magno*. It was opened by Otho at the time of the repairs just mentioned, and the dead emperor was found seated in state on a marble throne, which was afterwards used as a coronation chair, and is still preserved in the cathedral. The choir of the church, added 1353–1413, is lofty and beautiful, and the pulpit, presented by Henry II., is adorned with gold, jewels, and carved ivory. In a magnificent shrine in the treasury are the famous relics (the robe of the Virgin, the swaddling clothes of the Infant, etc.), which are displayed only once in seven years, when immense throngs come to see them; also many interesting antiquities.

The *Rathhaus*, built in the 14th century, is chiefly remarkable for the international congresses that have been held in it. The *Hall*, which has been well restored, is decorated with historical frescoes and statues of German emperors. The *Suermondt Museum* contains about 150 valuable paintings. The *Warriors' Monument* is noteworthy also.

The warm *Sulphur Springs* in the town and its neighborhood were known to the Romans, and are still famous. The *Frankenberg* (a walk of a mile or so) was a hunting-seat of Charlemagne, but no part of the original building now remains. The water surrounding the castle was once a large lake, into

which, according to the legend, Fastrada's ring was thrown.[1]

COLOGNE, or KÖLN, is 43 miles by rail from *Aix-la-Chapelle* (about 6 *marks*; 4 *marks*, 50 *pfennige*; 3 *marks*). From London to Cologne via Ostend (13 to 15 hours) first class through fares are £3 15*s*. 3*d*., 3d class £1 18*s*. 2*d*. Return fares £4 18*s*. 11*d*., 3d class £3 8*s*. 7*d*. Extra fare on *train de luxe* at 9 A. M. 10*s*. 6*d*. Sleeping car from Ostend by the afternoon train at 2.30 P. M. 1st class 10*s*. 2*d*., 2d class 8*s*. 6*d*. extra. Return tickets are valid for 60 days. This famous city was originally the chief town of the ancient Ubii, the *Oppidum Ubiorum* of Tacitus; but it became known as *Colonia Agrippina* (or *Agrippensis*) from A. D. 51, when Agrippina, who was born here while her father Germanicus held command in the district, induced her husband Claudius to send a colony of veteran soldiers to the place. It afterwards became the chief town of *Germania Secunda* or *Inferior*. The Roman remains consist of what is called the *Pfaffenporte*, supposed to be the old *Porta Claudia*, and some fragments of the walls. Many statues, sarcophagi, mosaic pavements, etc., have been found in and about the city.

The *Cathedral* is the glory of the modern city, and, all things considered, the grandest Gothic church in the world. It was begun in 1248, but the choir was not consecrated until 1322. Little more was accomplished after that date, and nothing from the beginning of the 16th century until our own day. In 1795 the French

[1] "Thou knowest the story of her ring,
How, when the court went back to Aix,
Fastrada died; and how the king
Sat watching by her night and day,
Till into one of the blue lakes
Which water that delicious land
They cast the ring, drawn from her hand;
And the great monarch sat serene
And sad beside the fated shore,
Nor left the land forevermore."

Longfellow's "Golden Legend."

used the building as a hay magazine, and stole the lead from the roof. In 1816 its restoration was begun, and since then more than £900,000 ($4,500,000) has been expended upon it. The spires, the tallest in the world, are 512 feet high. Externally the church measures 444 feet in length and 201 in breadth, or 282 through the transepts; and the height of the roof inside is 145 feet. The side aisles are 60 feet high. The stained glass in the windows of the north aisle (1508–9) is much admired. It may be compared with the Munich glass in the *south* aisle, presented by Louis of Bavaria in 1848. In the choir the carved stalls and the statues on the pedestals attached to the pillars are of the 14th century. The treasury contains the golden shrine of the 12th century, enclosing the bones of the Magi, brought by the Empress Helena from Constantinople to Milan, and afterwards transferred by Frederick Barbarossa to Cologne; also a silver shrine and other costly relics. The inner and outer galleries of the choir and the central tower should be visited for the views of the church and of the city and the surrounding country which they afford.

The *Church of St. Ursula* (12th century) is reputed to hold the bones of the 11,000 virgins martyred by the Huns, according to the familiar legend. "These remains are worked into the walls in a species of sepulchral mosaic, and exhibited in every available part of the church, while the skulls of the saint and a few of her chosen companions are stowed in the Golden Chamber in the interior of the heads of certain gold and silver images." The *Church of St. Gereon* was dedicated to the martyrs of the Theban legion, with their captains Gereon and Gregory, who suffered death here during the persecution by Diocletian. The nave is said to be as old as the 7th century, but the choir was built in the 13th. The latter is adorned with many of the skulls of the martyrs set round under gilded arabesques. The *Apostles' Church* (begun in 1200) is an admirable example of Romanesque architecture. *St.*

Peter's (built in 1524) has for an altar-piece Rubens's "Crucifixion of St. Peter," which is shown for a fee. In the Sternengasse (No. 10), near the church, Rubens is falsely said to have been born; and in the same house Maria de' Medici died in exile (1642). *St. Maria im Capitol* (on the site of the Roman Capitol) was probably founded in the 7th century, but the present edifice dates only from the 11th. The stained glass and the sculptures under the organ are to be noted. *St. Martin's*, near the Rhine (consecrated 1172), a Romanesque edifice, is remarkable for its tower supported by lofty arches. It contains an antique font, presented by Leo III., said to be a work of the 8th century. In *St. Andrew's* is the tomb of Albertus Magnus, and in the *Church of the Minorites* (*Minoritenkirche*) that of Duns Scotus, bearing the inscription: *Scotia me genuit, Anglia me suscepit, Gallia me docuit, Colonia me tenet.*

The *Rathhaus*, or *Hôtel de Ville*, was founded in the 13th century, but the elegant portico was added in the 16th, with its Latin inscriptions of gratitude to Julius Cæsar, Augustus, Agrippa, Constantine, Justinian, and the German emperor Maximilian. The adjacent *Gürzenich*, or banquet-hall (15th century), is beautiful without and within. The *Museum* (9–4 or 6; 75 *pf.*) contains a valuable collection of antiquities, paintings, etc. The *Monument of Frederick William III.* in the Heumarkt (erected in 1878) is one of the best works of its class in Europe. The fine *Iron Bridge* over the Rhine and the *Zoölogical* and *Botanical Gardens* are worthy of examination, if time permits. The new *Ringstrasse*, or circle of boulevards, is very elegant.

The "only veritable" *eau de Cologne* is sold at forty or more places in Cologne. "The wust is," writes Martha Penny (in Hood's "Up the Rhine"), "wen you want a bottel of the rite sort, theres so many farinacious impostors, and Johns and Marias, you dont know witch is him or her."

The Rhine from Cologne to Mayence

From Cologne to Bonn, there are trains every half-hour daily on the Bank of the Rhine Electric Railway, which is now most popular.

The beauties of the Rhine are between *Bonn* (or *Königswinter*, just above) and *Mayence*. The shortest time that should be taken for the trip is two days, going as far as *Coblence* on the first; but one can go through in one day by "express" boat. There are railways on both sides of the river, but for viewing the scenery the steamer is much to be preferred. If you do not desire to make any stop *en route*, except at Coblence, it may be as well to take the steamer at Cologne, which is cheaper and avoids the trouble of changing from rail to river farther on; but, if you wish to stop at Bonn or Königswinter, take the morning train for either of those places (*Mehlem* on the opposite side of the Rhine is the station for Königswinter) and go on board the steamer there. The fares by electric rail to Bonn are 1.30 *marks*, 75 *pf.*; by boat, 1.40 *m.* (saloon), and 85 *pf.* (deck). To Königswinter, by rail, 3.25, 2.25, 1.60 *m.*; by boat, 1.40 *m.*, 95 *pf.* Through tickets by boat to *Coblence*, 5.80 *m.* (saloon), 2.05 *m.* (deck), 10.40 *m.* (express); to *Mayence*, 12.40 *m.* (express). With a through ticket you can stop at any landing, but see that your ticket is marked by the conductor of the boat on leaving it.

Bonn, 21 miles from Cologne, is the *Bonna* or *Castra Bonnensia* of the Romans, probably founded by Drusus. It is now chiefly noted for its *University*, founded in 1818, but housed in the *Electoral Palace* built 1717–1730. The *library* (250,000 volumes) and the *Museum of Antiquities* (very rich in Roman relics) are worth visiting; as also is the new *Academic Museum of Art*. Beethoven was born in the Bonngasse, No. 20, and has a bronze statue in the Münsterplatz. The *Münster*, or *Cathedral*, is partly of the 12th (choir, towers, crypt, cloisters) and partly of the 13th cen-

tury. A beautiful avenue of horse-chestnuts leads (¾ mile) to the *Poppelsdorfer Schloss*, which contains a *natural history collection*, particularly interesting to those who wish to study the geology of the neighborhood. Farther on (¾ mile) is the *Kreuzberg* (425 feet high), the church on the top of which contains the "Holy Steps," an imitation of the *Scala Santa* at Rome. The view from the tower would repay you for the walk from Bonn, even if you had the additional penance of going up the 28 steps of the holy stairs on your knees. If, however, we had to choose between a stop at Bonn and one at *Königswinter*, we should take our ticket at Cologne for the latter place (that is for *Mehlem*, 5½ miles beyond Bonn).

KÖNIGSWINTER is at the foot of the "castled crag of Drachenfels," and is the best point from which to ascend that and other peaks of the *Siebengebirge*, or "Seven Mountains." A day will suffice to explore them all, and if you have Baedeker's "Guide" you can do without any other. The ascent of the *Drachenfels* (1066 feet high) may be made in 10 or 12 minutes by rail (1 *m.*; 50 *pf.* for descent), the whole trip being easily accomplished between the arrival of the morning train and the morning *boat*, if you wish to take the latter for Coblence. It would be better, however, if you cannot spend a day here, to take an afternoon train from Cologne, see the *sunset* from the Drachenfels, spend the night at *Königswinter*, and next morning climb the *Great Oelberg* (1521 feet high) or try some other "tramp" among the hills before the steamer arrives.

From the *Drachenfels* (the ruined *Castle* was built early in the 12th century) the view is the most picturesque, and from the *Oelberg* the most extensive, in the Siebengebirge. Among the vineyards about halfway up the former is the *cavern* that housed the dragon from which the mountain gets its name (*Drachen-fels*, dragon's rock). There is an inn at the summit.

Another delightful excursion is to the *Petersberg* (1095 feet) and thence to *Heisterbach*, where a Cistercian abbey was erected 1202–1233, of which some ruins yet remain. You can walk to the place in an hour, and *thence* to the Oelberg in an hour and a half more; and the return to Königswinter is easily made in an hour and a quarter. A "cross cut" (about 40 minutes) from the *Oelberg* will take you to the *Löwenburg* (1493 feet) where are the ruins of a large castle, and thence you can descend in an hour to *Rhöndorf* on the banks of the Rhine, a mile from Königswinter.

Rolandseck is half an hour's sail above Königswinter (on the right), and on the hill above is the fragment of the old castle, said to have been built by Roland, paladin of Charlemagne, who fell at the battle of Roncesvalles. Below lies the island of *Nonnenwerth*, where stood the convent, connected by legend with the castle. See Bulwer's "Pilgrims of the Rhine" for the story, which doubtless suggested Schiller's ballad of "Ritter Toggenburg."

Oberwinter is a village soon passed on the right; and here the view *down* the river (from the steamer) is one of the finest on the Rhine, including the whole range of the Siebengebirge, with Rolandseck, Nonnenwerth, etc.

Remagen, on the right, about 4 miles from Rolandseck, is renowned for its *Apollinariskirche*, a beautiful Gothic church on the Apollinarisberg, a hill just below the village. It was erected by Count Fürstenberg-Stammheim, under the direction of Zwirner, the architect of the superb south portal of the Cologne cathedral, and is adorned with large frescoes, which are masterpieces of modern German art.

Remagen is the starting-point for excursions up the *valley of the Ahr*, which has been called "the Rhenish Switzerland." A day may well be spent in a visit to *Ahrweiler* (8 miles) and *Altenahr* (7¼ miles farther) by the branch railway from Remagen, or *walking* up the valley and returning by railway. The famous

Apollinaris Spring is between Remagen and Ahrweiler.

Near *Erpel*, opposite Remagen, you see the *Erpelerlei*, a basaltic cliff, 665 feet high; and not far above, on the same side of the river, are the ruins of *Ockenfels*. Linz, also on the left, is an ancient walled town, with a fine old church (13th century).

The restored Castle of *Arenfels* is soon seen on the left, and then on the right *Rheineck*, a new castle on the site of an ancient one, a single tower of which remains on the east side. The garden, which commands a view almost equal to that from the Drachenfels, is always open to visitors, and the interior of the castle may generally be seen for a small fee.

Not far above the village of Brohl (right) we see on the left the ruined castle of *Hammerstein*, built in the 10th century, and destroyed in 1660 by the Archbishop of Cologne. Here the Emperor Henry IV. took refuge for a time during the revolt of his sons.

Andernach (right), about 4 miles from Hammerstein, with its ruined castle, ancient walls, and lofty watch-tower, is one of the most interesting towns on the Rhine. It was a frontier station (*Antonacum*) of the Romans, and a free imperial city in the Middle Ages. The *church* is an admirable example of the later Romanesque style. The *watch-tower* (15th century) shows a breach on the west side, made by the French guns in 1688.

The famous *Abbey of Laach*, and the "crater-tarn" of the *Laacher See*, may be visited either from *Brohl* or *Andernach*, being about 9 miles from the former, and 10½ from the latter place.

Neuwied (left) contains the Palace of the Prince of Wied, with a fine park and a small but valuable collection of Roman antiquities. There is an interesting settlement of the Moravian Brothers here.

Opposite Neuwied is Weissenthurm, with the old watch-tower (A. D. 1379), from which the village takes its name. On a height to the left is a monument to

the French general Hoche, who crossed the Rhine here in 1797.

ENGERS (left), as some antiquarians believe, is the place where Cæsar made his second crossing of the Rhine. The château by the river, now a military school, occupies the site of an old castle (14th century), of which nothing now remains but one broken tower.

Passing several villages on either hand, and the long island of *Niederwerth* (right) with its convent church (1500), we soon arrive at *Coblence.*

COBLENCE, or COBLENZ, the *Confluentia* of the Romans, is beautifully situated at the confluence of the Rhine and the Moselle. It is strongly fortified, and on the opposite bank of the river is that "Gibraltar of the Rhine," the castle of Ehrenbreitstein.

The *Church of St. Castor* was founded in 836, and the present edifice, dating from 1208 (the pointed vaulting from 1498), is said to be the earliest example of the Lombard style in the Rhenish provinces. It contains some interesting monuments and frescoes. West of the church is the fountain, erected by the last French prefect to commemorate the Russian campaign, with the inscription: *An.* 1812. *Mémorable par la campagne contre les Russes. Sous la préfecturat de Jules Doazan;* and the ironical one added by the Russian general who occupied the town in 1814: *Vu et approuvé par nous Commandant Russe de la ville de Coblenz, le* 1 *Jan.* 1814.

The *Palace* and other public buildings are hardly worth inspecting, but the excursions in the neighborhood are delightful. A short one is from the Mayence gate (*Mainz-thor*) along the *Promenade* (*Rheinanlagen*) on the river bank. Another is to the *Rittersturz,* a hill laid out as a park and commanding a beautiful view; and farther on is the *Kuhkopf,* 1230 feet above the sea, affording a more extensive prospect. There is also a good view from the railway bridge across the Rhine.

Ehrenbreitstein ("the broad stone of honor") may be visited in summer at any hour before sunset. Tickets (50 *pf.*) are obtained at the commandant's office. Here, besides the site of the fortress, you have another magnificent view of the surrounding country. Goethe visited the place in 1774, and made his home in the last house on the left before entering the fortress.

A pleasant trip may be made *up the Moselle* from Coblence to *Trèves* by steamer, unless the water is too low. The distance is 140 miles, and occupies 1½ days up (spending the night at *Trarbach*), 10 or 12 hours down. The scenery is lovely, and some prefer it to that of the Rhine. TRÈVES, or TRIER, the ancient capital of the *Treviri*, is noted for its Roman antiquities, including a large gateway (the *Porta Nigra*, probably built in the last years of the Empire), *baths*, an *amphitheatre*, etc., all in excellent preservation; also for its *Cathedral* (containing the famous *holy coat*), the exquisite *Liebfrauenkirche*, the *Library*, *Museum*, etc.

Resuming our journey up the Rhine from *Coblence*, we see on the right the royal castle of *Stolzenfels*, on its "proud rock," 310 feet above the river. It was built in the 13th century, and destroyed by the French in the 17th, but has been completely restored in our day. In 1823 it was presented to William IV., then crown-prince. It is shown to visitors (50 *pf.*; more for a party). If you wish to see it, stop at CAPELLEN, the village at the foot of the rock. It may also be visited by carriage or small boat from Coblence.

OBERLAHNSTEIN, opposite Capellen, at the mouth of the Lahn, is a busy manufacturing town. On the heights above is the castle of *Lahneck*, lately restored.

EMS, one of the most delightful of German watering-places, is in the valley of the Lahn, about half an hour by rail from *Oberlahnstein*, or an hour from Coblence. It may be reached also (7 miles) from Ehrenbreitstein, by a pleasant foot-path over the hills, by way of *Arzheim* and *Fachbach*, easily found without a guide.

RHENSE is a small but ancient town, 2 miles above

Capellen (right). The walls date back to the 14th century.

Braubach (left) is another old town, with the grand castle of *Marksburg* 500 feet above it. A little farther on, above the village of Osterspay (left), is the château of *Liebeneck*.

Boppard (right) is a walled town of Roman origin, with two interesting old churches, and a castle now occupied by law-courts, etc.

Bornhofen (left) has a Gothic church (1435) much resorted to by pilgrims, and on the height above are the twin castles of *Sternberg* (or *Sterrenberg*) and *Liebenstein*, or "the Brothers." For the legend connected with them, and for the Rhine legends generally, see Mrs. Clement's "Handbook of Legendary and Mythological Art." Nearly opposite is the village of Salzig, with its extensive cherry orchards.

Passing Ehrenthal (left), where are lead mines, etc., we reach Welmich (left), above which is the castle of *Thurnberg*, or "the Mouse," built in the 14th century. Farther up the river, beyond *St. Goarshausen* (left), is the castle of *Neu-Katzenelnbogen*, more concisely and familiarly known as "the Cat."

St. Goar (right) is a favorite stopping-place. On the hill above is *Rheinfels* (13th century), the most imposing ruin on the river. There are many pleasant little excursions in the neighborhood. The rocks of the *Lurlei* (433 feet high) are a little beyond (left), now penetrated by a railway tunnel.

Oberwesel, the Roman *Vesalia* (right), is charmingly situated in the midst of the finest scenery of the Rhine, and we should make a stop here rather than at St. Goar, if anywhere in this vicinity. The *Church of Notre Dame*, south of the town, is a fine specimen of 14th century Gothic, with curious old pictures and monuments. The *Chapel of St. Werner*, erected in the 13th century, commemorates one of the old stories of child-murder by the Jews. Above the town are the ruins of *Schönburg*, built about the 12th century.

Caub (left) is a little town, with a big castle, *Gutenfels*, towering above it, and not far above, in the midst of the river, is the *Pfalz*, built by Louis of Bavaria in the 14th century, for the purpose of exacting tribute from passing vessels. Hither also the Countesses Palatine used to repair to await their accouchement in a chamber still pointed out.

Bacharach (right), the *Ara Bacchi* of the Romans, was long famous for its wines. According to the old rhyme translated by Longfellow in the "Golden Legend," —

> "At Bacharach on the Rhine,
> At Hochheim on the Main,
> And at Würzburg on the Stein,
> Grow the three best kinds of wine."

Here is another *Church of St. Werner*, beautiful even in ruins, connected with the same story as the one at Oberwesel. *St. Peter's* is a good example of later Romanesque. The ruins on the hill above are the castle of *Stahleck*, and a little farther up the river (right) are those of *Fürstenberg*.

Lorch (left) has an elegant church (13th century) with a fine peal of bells. Nearly opposite is the village of *Niederheimbach*, with the castle of *Heimburg*, recently restored; and the restored castle of *Sooneck* (or *Sonneck*) and the ruins of *Falkenburg* and *Rheinstein* (restored) are seen in rapid succession (all on the right).

Assmanshausen (left), famous for its red wines, is at the end of "the great gorge of the Rhine," through which we have been sailing, and the more open country of the *Rheingau* begins. We pass on the left the ruins of *Ehrenfels* and the *Mausthurm*, or "Mouse Tower" (Bishop Hatto's), in the middle of the river, and are soon at "fair Bingen."

Bingen is at the junction of the Nahe and the Rhine. The town itself is not specially attractive, but there are many lovely walks and views in the vicinity: from the gardens of the *Klopp*, a ruined castle; from

the *Rondel*, 1½ miles to the west; from the *Rochuscapelle*, or *Chapel of St. Roch*, half an hour's walk to the east, and from *Scharlachkopf*, as far to the southeast.

At Bingen you can leave the steamer and go by rail to Mayence in ¾ of an hour (the steamer takes 2 hours or more); or if you would have a walk through "the garden of the Rhine," cross the river to *Rüdesheim*, and "foot it" from there to *Eltville* (9 miles), proceeding thence to Mayence by rail or by steamer. Or you can continue your walk (5 miles) to *Biebrich*, nearly opposite Mayence, and either spend the night there or go by tramway or by rail to the pleasant watering-place of WIESBADEN, 3 miles from Biebrich, or 7 miles' walk from Eltville by the direct road.

Going by the Rhine from Bingen to Mayence, we pass on the left RÜDESHEIM, with its old castles, and GEISENHEIM, both noted for their wines; the *Castle of Johannisberg* on a hill 341 feet above the river, surrounded by the vineyards which have made it famous; ELTVILLE, formerly capital of the Rheingau, where a printing-press was set up in 1465, before the death of Gutenberg; and BIEBRICH, with its ducal palace and pleasant park.

On the wooded height of the *Niederwald*, opposite Bingen, is the great *National Monument* commemorating the restoration of the German Empire in 1870–71. It may be reached by railway from Rüdesheim; or by another from Assmanshausen to the *Jagdschloss*, 20 minutes' walk from the monument. It stands 740 feet above the river, and consists of a colossal statue of Germania, 33 feet high, upon a pedestal 82 feet high adorned with historical and allegorical reliefs. The terrace in front commands a fine view of the entire Rheingau.

MAYENCE, or MAINZ, is at the confluence of the Main and the Rhine. There was a Roman camp here as early as B. C. 38, but the foundation of the city may be said to date from B. C. 14, when Drusus built extensive fortifications here, and also added the *castellum*

on the other side of the river, whence *Castel* takes its name. In the *citadel* there is an interesting Roman monument, the *Eigelstein* (45 feet high), erected by the soldiers in honor of Drusus; and outside the city, near Zahlbach (¾ mile) there are extensive remains of a *Roman aqueduct.* The *Cathedral,* founded in 978, but six times burned and restored, is one of the grandest in Germany, and none is so rich in monuments. During the siege of 1814 it was used as a slaughter-house, and afterwards as a storehouse, but since that time the interior has been admirably restored. The brazen doors on the north side bear inscriptions engraved in 1135 in honor of Archbishop Adalbert I. In the chapter-house (or "Memorie") and the cloisters may be seen the tablet to the memory of Fastrada, the wife of Charlemagne, and Schwanthaler's monument to Frauenlob, "the pious minstrel of the Holy Virgin, and of female virtue." The latter was erected by the ladies of Mayence in 1842, and near it is the older tombstone of 1783, a copy of the one set up on the death of the poet in 1318. There is a good view from the tower (301 feet). Near the cathedral there is a *statue of Gutenberg,* executed at Paris from Thorwaldsen's design. The *Electoral Palace,* at the north-east corner of the city (free Wed., Thurs., 2–5, and Sun. 9–11; at other times, a fee), contains the best collection of Roman and German antiquities to be found in Germany, a picture-gallery (the best paintings were the gift of Napoleon I.), a library of 150,000 volumes, and a collection of coins. *St. Stephen's Church* (13th century) is interesting, and there is a fine view from the tower (216 feet high). The *Neue Anlage* is a handsome public promenade.

Frankfort-on-the-Main may be reached conveniently from Mayence; trains from Castel, on the other side of the river, in 1 hour (2.90 *m.*; 1.90 *m.*; 1.25 *m.*). The chief things to be seen are the *Städel Art Gallery* (free, 11–2); the *Ariadneum,* or *Bethmann's Museum* (10–1; 50 to 75 *pf.*), containing Dannecker's

masterpiece of "Ariadne"; the *Kaisersaal* in the *Römer* (or town-hall) with its portraits of German emperors; the house in which Goethe was born, and Schwanthaler's monument to the poet; the monuments of Gutenberg and of Schiller; the old *Bridge* (A. D. 1342), with its diabolical legend and its statue of Charlemagne; the *Cathedral*, recently restored, and containing some interesting monuments, etc., etc.

HOMBURG, the noted watering-place, is reached by rail from Frankfort in 45 minutes.

Mayence to Heidelberg

If you visit Frankfort, take the train from there to Heidelberg (7.50 *m.*, 4.90 *m.*, 3.10 *m.*). Otherwise go from Mayence, either by way of *Worms* (with or without excursion to *Spires*) or via Darmstadt.

On the latter route, if you have plenty of time, you can stop at DARMSTADT to see the *library* (500,000 vols., with MSS. and typographical curiosities), the *picture-gallery* containing 700 paintings, many of which are choice (free on Tues., Wed., Thurs., Fri., 11-1, and Sun. 10–1; at other times for a fee), and (in the Palace of Prince Charles) the famous *Madonna with the family of Burgomaster Meyer*, by Holbein. The *War Monument*, commemorative of the campaign of 1870-71, is also to be noted. At *Weinheim* on this route, leave the train and *walk* (12 miles) to Heidelberg, if you wish to see the lovely scenery to the best advantage.

On the other route, take the train at Mayence for *Worms* (27½ miles), thence to *Spires* (26 miles), and thence to *Heidelberg* via Mannheim (25 miles). If you do not visit Spires, go from Worms directly to Heidelberg (27 miles).

WORMS, venerable and rich in historical memories, had 70,000 inhabitants in the days of Frederick Barbarossa, but numbers only one third as many at the present time. The *Cathedral*, consecrated in 1016, but much altered in the 12th century, is an admirable ex-

ample of Romanesque architecture. The interior has been recently restored. The *Heylsche Haus* is on the site of the *Bischofshof*, in which the "Diet of Worms" was held (1521). In the Lutherplatz is the grand *Luther's Monument*, which of itself is worth a long journey to see. The *Liebfrauenkirche* (Church of Our Lady), built in the latter part of the 15th century, is also to be noted. In the ancient *Pauluskirche* (12th century) is a large museum of Germanic antiquities. Worms and *Rosengarten* (on the opposite side of the river) are both interesting to the student of the old German poetry from their connection with the *Nibelungen-lied*.

SPIRES, or SPEYER, was a Roman station, and often the residence of the German emperors. The single attraction is the *Cathedral* (built 1030–1061), one of the noblest Romanesque churches in existence. It has suffered much from fire and desecration, but has been well restored in our day, both within and without. The extreme length is 600 feet, and the breadth of the front is 174 feet. The western towers are 239 feet high, and the roof of the nave (inside) 106 feet. The interior is adorned with admirable frescoes (finished in 1853), and in the "Imperial Hall" at the entrance are statues of eight emperors, who are buried in the choir. Schwanthaler's statue of Rudolph of Hapsburg is in the choir, and there are other noteworthy sculptures and monuments.

MANNHEIM is a modern town, remarkable for the regularity with which it is laid out, and having some fine public squares, fountains, statues, etc.; but it has nothing to detain the tourist whose time is limited.

HEIDELBERG is a place on no account to be missed. The chief attraction is the *Castle*, but that should be enjoyed leisurely, not "done" in a hurry. The grounds around it are charming, with lovely views that will tempt you to linger; and the castle itself, half palace and half fortress, deserves careful examination. For a small fee you can visit the chapel and the cellar

(where the great "Heidelberg Tun" and others almost as big are shown) and other parts of the interior, including a collection of pictures, coins, relics, etc. There is a good restaurant on the grounds. If you climb the hill to the *Molkencur* (whey-cure), 345 feet above the castle, you have a broader view; and the tower on the *Königsstuhl* (225 feet above the castle, 1865 above the sea) commands a most extensive prospect of the valleys of the Rhine and Neckar, the Odenwald, the Black Forest, etc. There is a carriage road to this point, but it can be reached by a shady foot-path in half an hour from the Molkencur. East of the castle, it is a charming walk to the *Wolfsbrunnen* (2 miles); and the *Philosophenweg* affords another of the same length on the right bank of the Neckar, mostly through vineyards, with views of indescribable beauty.

The famous *University* is in the town, and the buildings are very plain. The library contains much that is curious and interesting to the scholar.

If your tour is limited to a summer vacation, and you desire to divide the remainder of it between Switzerland and France, it will be well to go from Heidelberg to *Bâle*, with brief stops *en route* at *Baden* and *Strasbourg*, or at least the latter place, which can be reached by a slight divergence from the direct line. If you can give more time to Germany, go from Heidelberg to *Würzburg*, thence to *Nuremberg* (or direct to Nuremberg, if you prefer it), thence to *Munich* (either directly, or by *Ratisbon*), thence to *Augsburg*, and from there (or from *Ulm*) to *Switzerland*, which you will enter by *Lake Constance* instead of Bâle.

Another German route, which will enable you to glance at most of the great cities, and need not take much time, if you limit yourself to those cities without pausing at places of minor interest between them, is the following: From *Frankfort* (which in that case you visit from *Heidelberg*, and not from Mayence) to *Leipsic*, thence to *Berlin*, thence to *Dresden*, thence to *Prague*, and thence (with or without stop at *Ratisbon*)

to *Munich*, whence you can proceed to Switzerland, as above.

The *shorter* German route would be our own choice (that is, in a summer vacation tour), but we will sketch both briefly, as well as the "short cut" for Switzerland first mentioned.

Heidelberg to Bâle

From Heidelberg to Baden (reached by a branch of a few miles, from *Oos* station) is a railway ride of 2–3 hours (7.65 *m.*, 5.15 *m.*, 3.20 *m.*). From Baden to Bâle, direct, via Freiburg, 4–7 hours (express, 17.30 and 10.10 *m.*; ordinary, 9.20 *m.*, 5.85 *m.*). From Baden to Strasbourg (by branch of 10 miles from *Appenweier*), 2–3¼ hours (express, about 6 and 4 *m.*; ordinary, about 5.50, 4, and 3 *m.*).

CARLSRUHE, capital of the Grand Duchy of Baden, is 35 miles from Heidelberg on this route. The *Palace*, with its gardens, the *Hall of Art* (a good collection of pictures, casts, etc.), and the *Museum* (antiquities, minerals, etc.) are the chief attractions.

BADEN, or BADEN-BADEN as it is called to distinguish it from other places of the same name, is situated in a beautiful valley on the edge of the Black Forest. It is one of the most fashionable resorts in Europe. The mineral waters were known to the Romans, who called the place *Aurelia Aquensis*. The *Friedrichsbad*, or principal bath-house, the *Trinkhalle*, or Pump Room, and the *Conversationhaus* are elegantly fitted up, and the grounds about the two latter afford a delightful promenade. The *New Castle* on the hill above the town, founded in 1479, is now a summer residence of the Grand Duke. The *Old Castle* (3 miles), built in the 10th or 11th century, is a picturesque ruin, commanding a charming prospect. Near it are the fantastic *Felsen*, or "Rocks," which might be taken at first for another ruined castle. Other pleasant excursions are to the venerable convent of *Lichtenthal* (1½ miles), to the lovely valley of *Gerolsau*

(3 miles), to the *Yburg*, an old Roman tower (6 miles), to the wooded heights of the *Fremersberg* (4 miles), to the *Alt-Eberstein*, another Roman ruin (2 miles from the Old Castle), to the *Neu-Eberstein*, a castle of the 13th century, restored in our day (8 miles), etc.

STRASBOURG, the ancient capital of Alsace, then (1681–1871) in the possession of France, and now restored to Germany, is a place that the tourist should not fail to visit, and if he takes this route for Switzerland, he can best reach it via *Appenweier* and *Kehl* (43 miles; 5.40 *m.*, 3.70 *m.*, 2.30 *m.* by ordinary trains). Should he choose either of the other routes suggested, he can take it on his return from Switzerland, *en route* for Paris, as explained below.

The *Cathedral* was founded in 1015 on the site of the church built by Clovis in 510, and the interior was finished in 1275. The façade, begun in 1277, was the work of Erwin von Steinbach. His daughter Sabina, to whom much of the finest sculpture of the church is ascribed, and who is honored with a statue at the south portal, is now regarded as a mythical person. The upper part of the spire, the work of John Hültz of Cologne, was completed in 1439. The plan contemplated a twin spire, which was never added. The choir, crypt, and part of the transept are the oldest portions of the church and are Romanesque; in the remainder we have illustrations of the rise and perfect development of Gothic, and (in the upper part of the façade and the spire) of its incipient decline. The spire is 465 feet in height (216 to the "platform," 249 from there to the top). There is an admirable view from the platform, — the highest point to which it is worth while to ascend, unless for the satisfaction of saying that one has done it. Within the church the carved pulpit (1486), the "pillar of the Angels" (ascribed to Sabina), and other fine sculptures are to be noted; also the windows, some of which retain the original glass, and the astronomical *clock* (made by Schwilgué, 1838–1842, to replace the old one), the puppets of which,

especially at the hour of noon, are a greater attraction to some visitors than all the glories of the cathedral.

The *Church of St. Thomas*, built in the 13th and 14th centuries, contains the celebrated monument to Marshal Saxe, erected by Louis XV. — the design in bad taste, but the sculpture admirably executed. The *Neukirche* (13th century), destroyed by fire in the siege of 1870, has been handsomely rebuilt. It has a fine organ, recitals on which are often given. The new buildings of the *University* are on an imposing scale; and the neighborhood, with its broad streets recently laid out, forms a marked contrast to the old parts of the city. The *Orangerie* is an attractive public garden, and there is a smaller park called the *Contades*.

From Strasbourg there is a railway to Bâle on the west side of the Rhine, via *Mülhausen* (89 miles; 10 *m.*, 6.90 *m.*, 4.40 *m.*); but the scenery of the route on the east side, via *Appenweier*, is more interesting, — and, moreover, one can see the cathedral at Freiburg by stopping over a train at that place.

FREIBURG, also known as "Freiburg in Baden" or "Freiburg in the Breisgau," in distinction from other towns of similar name, rivals Baden and Heidelberg in the beauty of its environs. The *Cathedral* is one of the few *completed* edifices of its class. It was begun in the 12th century, but was mainly built in the 13th. The front, with its richly sculptured portal and its lofty and graceful spire (380 feet high), is perhaps unsurpassed; and the interior (354 feet long, 102 broad, and 85 high) is grand and impressive. Nearly all the windows are filled with stained glass, much of which is old, and there are some good pictures over the altars. The ascent of the tower (for a small fee to the custodian, who will also show the clock, by Schwilgué) should be made, both for the view and for the opportunity of examining the architecture.

The *Kaufhaus*, opposite the Cathedral, is a quaint bit of 15th century architecture, and there is a fine old fountain in the Kaiserstrasse, adorned with statues of

knights and bishops. Two other fountains, one to the south and the other to the north of this, are noteworthy though of inferior merit. The *War Monument*, erected in 1878, is fine in its way.

From Freiburg, as from Baden, excursions may be made into the *Black Forest*. The wild pass of the *Höllenthal* (or *Höllenpass*) may be visited in a single day from Freiburg. It is well to take train to Höllsteig (13½ miles) and thence walk down (80 feet) to the *Stern* inn. The ascent of the *Feldberg* (4886 feet), the highest point in the Forest, and affording a most extensive view of its mountains and valleys, may be made in 3½ hours from the *Stern* inn.

The views from the railway below Freiburg, and between there and Bâle, are remarkably fine. A seat on the left side is to be preferred until the road approaches the Rhine (*above* Freiburg), when the scenery on the right is more attractive.

A third route from Strasbourg (or from Heidelberg, Baden, etc.) to Switzerland is by the *Black Forest Railway*, which diverges from the eastern route to Bâle at *Offenburg*. Thence to *Schaffhausen* or *Constance* is on the whole the most picturesque entrance to Switzerland for the tourist going up the Rhine. The railway reaches an elevation of more than 2700 feet above the sea, about 2000 feet of this being surmounted in a distance of 23 miles (between *Hausach* and *Sommerau*). There are 38 tunnels and 142 bridges on the route. Some first-class carriages on express trains are like the "observation cars" on American roads (the Germans call them *Aussichtswagen*), and these may be used by second-class passengers on payment of 1 *mark* extra.

Heidelberg to Munich via Würzburg and Nuremberg

From Heidelberg to Würzburg is a railway ride of 4 to 7 hours (12.80 *m.*, 8.50 *m.*, 5.45 *m.*) through a beautiful country. From Würzburg to Nuremberg, 2½–3½ hours (about 7, 4.50, and 3 *m.*). From Nuremberg to Munich, via Ratisbon, 10 hours (about 20, 13,

and 9 *m.*). From Nuremberg to Munich by the *direct* line, 3½ hours (about 16, 10.50, and 7 *m.*; by express, about 18 and 13 *m.*).

WÜRZBURG is situated in a beautiful valley on both sides of the Main, over which there is a curious old bridge adorned with statues. The *Cathedral* is a richly decorated structure, rebuilt in the 12th and 13th centuries; the *Marienkapelle* is an exquisite monument of old German art; and the *Neumünster Church* contains the tomb of St. Kilian, the Irish missionary, who preached the gospel here as early as 688. Of the public buildings the most remarkable are the *Palace*, spacious and magnificent, and the *Julius Hospital*, founded in 1576. The monument of Walter of the Vogelweid, the minnesinger (see Longfellow's poem giving the legend of his bequest to the birds, and also the "Golden Legend," in which he is one of the characters), is outside the Neumünster. The *University* is chiefly noted for its medical school. There are many other educational and charitable establishments. On the slope of the hill on which the *Castle of Marienberg* stands, and on the *Steinberg* opposite, are the vineyards that furnish the wines for which Würzburg is famous.

NUREMBERG, or NÜRNBERG, is one of the quaintest old towns in all Germany. It retains much of its mediæval architecture, with its high gables, stone balconies, and curious carvings, as well as the walls (gradually disappearing, however) guarded by seventy towers and the castle that has stood sentinel on its rocky height for more than eight centuries. Longfellow's poem of "Nuremberg" might almost serve as a guide-book for the tourist. Of the many churches the most remarkable are *St. Lawrence's* (1270–1478) with its lovely stained glass, its noble towers and portal, and "the pix of sculpture rare, like the foamy wreath of fountains"; *St. Sebald's*, likewise rich in painted windows, and containing the magnificent shrine of the saint, the masterpiece of Peter Vischer; and the *Frau-*

enkirche (1361) almost rivalling the others in its wealth of sculpture within and without. The *Castle* contains much that is curious, and commands fine views of the city and surrounding country. The *Rathhaus*, or town-hall, is a noble building, adorned with the works of Albert Dürer; and the public library, art galleries, and museums are all noteworthy. The "Beautiful Fountain" (*Schöne Brunnen*), true to its name, is but one of many "standing in the common mart" and elsewhere in the city. The graves of Albert Dürer and Hans Sachs, the cobbler-poet, are in *St. John's Churchyard*.

BAYREUTH (or *Baireuth*), where Wagner lived and wrote, and the Musical Festivals inaugurated by him are held, is most conveniently reached from *Nuremberg*, 57 miles distant by rail (express trains, 2 hours).

RATISBON, or REGENSBURG, 85 miles from Nuremberg, is situated at the confluence of the Regen and the Danube, in the midst of a broad and fruitful valley, 1000 feet above the sea. Like Nuremberg it retains much of its mediæval character as a fortified city, and its picturesque streets, lined with lofty, many-gabled houses, are no less suggestive of the olden time. The *Cathedral*, begun in 1275, but not completed until the 17th century, has been restored and now holds a high rank among German churches. The *Church of St. James of Scotland* (12th century) is a good example of the later Romanesque style of the 12th century. The *Rathhaus* was used for a century and a half for the meetings of the Imperial Diet; the dungeons and torture-chamber are curious. In the *Anlagen*, or pleasure-gardens, on the site of the old ramparts, there is a monument to Kepler, who died here in 1630.

Six miles from the city, on a height overlooking the Danube, is the *Walhalla*, or Temple of Fame, modelled after the Parthenon at Athens, erected in 1830–42 by Louis I. of Bavaria. The entablature of the great hall is adorned with sculptures by Wagner, illustrating the ancient national history, and below are a hundred

busts of eminent Germans. The grounds about the building are admirably laid out, and command a fine view. The place may be reached by tramway, steamboat, or carriage.

MUNICH, or MÜNCHEN, 92 miles from Ratisbon, is the capital of Bavaria, and one of the largest and handsomest of German cities. If the tourist can spend but a day or two here, a guide may assist him in making the most of the time. Of the public buildings the more notable are the *Royal Palace*, including the old palace, or *Alte Residenz*, the new palace, or *Königsbau*, containing Schnorr's frescoes of the Nibelungen-lied, and the banquet halls, or *Festsaalbau*, adorned with sculptures by Schwanthaler, frescoes, etc.; the *Royal Library*, an elegant edifice containing more than a million volumes; the *Old Pinacothek*, or picture-gallery, and the *New Pinacothek*, both great treasure-houses of ancient and modern art; the *Glyptothek*, an extensive collection of ancient sculpture, with works by Canova, Thorwaldsen, and others of our own day; the *Bavarian National Museum*, one of the largest in the world, illustrating the progress of civilization and the arts; the *University;* the *Royal Theatre;* the *Ruhmeshalle*, or "Hall of Fame," with the colossal *Statue of Bavaria* in front; the *Frauenkirche* (15th century), unattractive externally, but containing the tomb of Louis the Bavarian (1625) and other stately monuments; *St. Michael's*, with Thorwaldsen's monument to Eugène Beauharnais and the tombs of many kings and nobles; the beautiful modern Gothic church of *St. Mariahilf*, with its graceful spire (256 feet high); the *Ludwigskirche* (St. Louis), with the famous frescoes by Cornelius; the *Basilica* (St. Boniface), modelled after a Roman basilica, with its roof supported by massive monoliths of marble, and all glorious with gold and painting; and the Court *Chapel of All Saints*, "a perfect casket of art treasures." The parks, pleasure gardens, and public squares, adorned with historic and other monuments, would largely swell the list of at-

tractions. It would be better, in our opinion, to spend at least a week here than to devote it to a hurried run through several of the great German cities, but in these matters each tourist must be a law to himself.

AUGSBURG, the *Augusta Vindelicorum* of the Romans, was founded by a colony sent out by Augustus, 12 B. C., after the conquest of the Vindelici. From the 14th to the 16th century it was a great commercial emporium, and the ships of its merchant princes spread their sails on every sea. It was also a centre of German art. Here, too, many imperial diets were held, and the name of the city is associated with some of the leading events of the Reformation. The chief buildings of interest are the *Rathhaus*, the *Residenz* or old Palace of the Bishops, the *Cathedral* with its sculptured portals and bronze doors, and the *Church of St. Anna*. There is also a picture-gallery (700 paintings), a museum, some elegant bronze fountains, many fine old houses, etc.

From here one can go directly to *Lindau*, on Lake Constance (121 miles; fares about 13, 9, and 6 *m.*), or he may go to *Ulm* (54 miles; about 7, 5, and 3 *m.*), and thence to *Friedrichshafen* on Lake Constance (65 miles; about 8, 5.50, and 4 *m.*).

ULM is at the junction of the Blau with the Danube, and at the head of navigation of the latter. The *Cathedral* (1377–1494) is one of the largest in Germany, being 485 feet long, 200 wide, and 141 high, with an elegant spire 530 feet high. The sculptured portal under the tower, the stained glass in the choir, the carved oaken stalls, the pulpit, font, and organ, are all admirable. Other buildings worthy of note are the *Rathhaus* (16th century) with the Gothic fountain in front, the *Industrial Museum* in an old patrician mansion, and not a few other quaint specimens of ancient domestic architecture.

STUTTGART, the capital of Würtemberg, is 58 miles from Ulm (7.55, 5, and 3.20 *m.*; express, 8.70 and 6.10 *m.*), and is remarkable for the beauty of its situation.

The *New Palace* contains a series of frescoes by Gegenbaur and other works of art; and in the *Museum of Art* there is a fine collection of casts of Thorwaldsen's works, presented by himself, and of originals and casts by Dannecker, with nearly 800 paintings. The *Royal Library* contains 500,000 volumes, 3800 MSS., and 2400 specimens of early printing. It is famous for its collection of Bibles, 7200 in number, in some 100 languages. The *Natural History Museum*, the *Industrial Museum*, and the *Museum of Wurtemberg Antiquities* are all worth inspecting. Of the churches, the *Stiftskirche* (15th century, interior restored in 1841), with statues of the old Counts of Wurtemberg in the choir, is the most interesting. Near the church is the *Statue of Schiller*, designed by Thorwaldsen; also the *Old Palace* (1553–1570), with an equestrian statue of Count Eberhard in the courtyard. The *Anlagen*, or pleasure-grounds of the New Palace, are very attractive, extending to *Rosenstein* (a modern Grecian villa, crown property), two miles distant. The *Wilhelma* is a large royal palace in the Moorish style, near Rosenstein; and the *Solitude* is another abandoned palace, six miles west of the city, where Schiller's father was inspector of the gardens, and the poet received his early education. At *Hohenheim*, six miles to the south, another royal domain, there is an *agricultural school*, one of the best in Europe.

Frankfort to Leipsic, Berlin, Dresden, Prague, and Munich

This route, which we do not recommend to the mere vacation tourist, we shall treat very briefly. If one hurries over it in a week or so, he can do little more than glance at the chief "lions" of each city, and for this he had better engage a local *commissionnaire*, who will serve as a living guide-book in more or less dubious English.

LEIPSIC, or LEIPZIG, is reached by rail from Frankfort, via Bebra, in about 7½ hours by express (238

miles; 31.40 and 20.07 *m.*). On the way we pass through *Eisenach*, *Gotha*, *Erfurt*, and *Weimar*, none of which, if travelling more at leisure, we should be willing to pass without visiting for their associations.

Leipsic is specially remarkable for its three great fairs: the "Jubilate" or Easter, the Michaelmas, and New Year's; the first two established in the 12th century, the last in the 15th. The Easter and Michaelmas fairs are still attended by a vast throng of merchants, but the New Year's fair has of late been less attractive. Here also is the centre of the German book-trade. The *Museum* contains a picture-gallery (chiefly modern paintings and engravings), and the *Ethnographical* and *Industrial Museums* are good in their way.

BERLIN is 101 miles from Leipsic (3–5 hours; express, 15.40 and 11.80 *m.*; ordinary, 13.20, 9.90, and 7.20 *m.*). One can best get a general idea of the magnificence of Berlin by walking through the *Unter den Linden* — one of the finest streets in Europe — from the Royal Palace to the Brandenburg Gate, a distance of one mile. Here are the most splendid buildings and the famous monument to Frederick the Great, while at one end of the broad avenue of lindens is the Palace Bridge with its eight groups of statuary, and at the other the stately portal of the Brandenburg Gate surmounted by its colossal chariot of Victory. The Museums, the Galleries of Sculpture and Painting, and other art collections, the churches ancient and modern, the parks and gardens, and the countless other attractions of the great capital, may be glanced at in two or three days, under the lead of a commissionnaire, but to examine them thoroughly would require sevenfold that time.

Potsdam, "the Versailles of Prussia," with its palaces and parks, is 16 miles from Berlin (25–45 minutes by rail: 1.40 *m.*, 90 *pf.*).

DRESDEN, the capital of Saxony, is 109 miles from Berlin by one railway, and 116 by another (express,

16.20, 10.50, and 6.60 *m.*; ordinary, 14.20, 8.50, and 5.60 *m.*). Its architecture and its art collections have given it the name of "the German Florence." The most important of these collections are the *Royal Library* and the *Collection of Antiquities* (both in the *Japanese Palace*); the *Museum Johanneum* (porcelain and historical collections); the world-renowned *Picture Gallery* (in the *Zwinger*), containing more than 2400 paintings, mostly by Italian and Flemish masters (among them Raphael's Sistine Madonna); the *Cabinet of Engravings* and of *Casts* (also in the Zwinger); and the *Green Vault* in the Royal Palace, an unrivalled collection of precious stones, articles wrought in gold, silver, and ivory, etc. The new *Hoftheater* is one of the finest theatres in Europe. Of the churches the most noted are the *Frauenkirche* (1726–1734) with its lofty dome (310 feet high); the Roman Catholic *Court Church* (1737–1754); the *Kreuzkirche* (1764–1792); and the *Sophienkirche*, or Protestant Court Church. The two *bridges*, especially the *Marienbrücke* (1852), are worthy of mention; and the *Brühl Terrace*, the popular promenade on the bank of the Elbe.

PRAGUE, or in Bohemian PRAHA, the capital of Bohemia, and the second city in the Empire of Austria, is 119 miles from Dresden (express, 20.90, 14.30, and 8 *m.*; ordinary, 15.10, 10.60, and 5.96 *m.*). Here too the services of a commissionnaire should be secured, if one would make the most of a brief visit. Of the numerous churches, the most remarkable are the *Cathedral*, grand though unfinished, containing the Silver Shrine of St. John Nepomuc, and rich in royal monuments, frescoes, relics, etc.; *St. Nicolas*, the largest in the city, with many pictures, statues, and costly decorations; the *Teynkirche*, built in 1407, with towers 250 feet high and containing the grave of Tycho Brahe who died here in 1601) and monuments of the Slavonic martyrs, Cyril and Methodius; and the *Loretto Chapel*. Of the many palaces, the most interesting is

Wallenstein's, built in 1623 by the hero of the Thirty Years' War. Specially to be noted is the famous old *bridge* (*Karlsbrücke*), with its throng of statues and the towers that guard it at either end. The public gardens, parks, and promenades, in the city and the suburbs, are numerous and beautiful. The magnificent *Abbey of Strahow* (on the highest site in the town) should be visited both for its own sake and for the view it commands. The *Bohemian Museum* (ethnographical, botanical, zoölogical, etc.) and the *Picture Gallery* are also to be noted.

Carlsbad, the famous watering-place (especially for liver complaints), may be visited by diverging from the direct route from Dresden to Prague.

From Prague to *Ratisbon* (where this route joins the one described above) is 158 miles by rail; fares, 13 *fl.* 62 *kr.*, 10 *fl.* 3 *kr.*, 6 *fl.* 84 *kr.* (Austrian currency). To *Nuremberg* (if you wish to include that city in the route) it is 201 miles; 15 *fl.* 63 *kr.*, 11 *fl.* 45 *kr.*, 7 *fl.* 87 *kr.* Thence to Ratisbon, etc., as above.

Tours via Bremen or Hamburg

Tourists who go to Europe by the Bremen or the Hamburg express steamers will generally land at Plymouth, from which place they can readily make connection with the routes we have laid out for Great Britain. Should they begin or end the tour at Bremen or Hamburg, they will be only a few hours' distance by rail from Berlin or Cologne, and can arrange their route accordingly.

BREMEN is on the Weser, about 37 miles from its mouth, where *Bremerhaven*, the port of the city and the landing-place of the North German Lloyd steamers, is situated. The most noticeable things in Bremen are the *Rathhaus* (1405–10), with the *Rathskeller*, famous for its wines and its frescoes; the colossal statue of *Roland* (1412); the Romanesque *Cathedral* (11th and 13th centuries); and the *Museum*, or *Kunsthalle*, containing a good collection of Dürer's drawings, etc.

The steeple of the *Ansgariikirche* (357 feet) affords an extensive view.

Hamburg, on the Elbe, is a very old city, but its ancient buildings were mostly destroyed in the great fire of 1842. It is the most important port on the Continent, and the harbor presents a busy and picturesque scene. There is a fine view from the *Elbhöhe*, a height in the suburb of *St. Pauli*. The *Exchange* is a handsome building, with a commercial library of 50,000 volumes. The *Church of St. Nicholas*, rebuilt after the fire of 1842 by Sir Gilbert Scott, is one of the best specimens of modern Gothic in Europe, and has a tower 473 feet high. *St. Peter's* is another elegant church, restored since the fire. The *Binnen-Alster* is a quadrangular sheet of water within the city, more than a mile in circuit, surrounded with handsome residences, promenades, etc. The *Kunsthalle* contains good modern paintings and other works of art. The *Zoölogical Garden* is one of the best in Germany.

SWITZERLAND

Switzerland is an intricate network of interesting routes, by rail, steamer, highway, bridle-path, and foot-path, all of which could not be traversed, even hurriedly, in a whole summer, much less in the week or fortnight that the vacation tourist can devote to this portion of Europe. The best he can do is to select from the many routes a few that include what he most desires to see, or (if he leaves the choice to us) that will take in all the *types* of Swiss scenery, and, so far as possible, the choicest examples of each type. With a view to helping him in the selection, we shall sketch briefly some of the most attractive routes, and add suggestions for *combining* them so as to save time and travel.

Everything connected with travel in Switzerland is

now so thoroughly systematized that, if one is careful to inquire in advance concerning modes of conveyance, guides, porters, etc., and the fixed tariff of rates (with special attention to all *conditions*, *restrictions*, etc.), and makes his bargains accordingly, he is not likely to suffer from extortion or imposition, nor to *imagine* that he does. In most cases where the tourist thinks he is "fleeced," the only trouble is that, instead of making his own plans, he has allowed others to make them for him; and they naturally consider their own interests rather than his. He cannot expect them to choose the cheaper way, when the more costly one (for which only the *regular price* is charged, be it understood) affords them a larger profit.

The *money* in Switzerland is reckoned in *francs* and *centimes*, of the same value as in France and Belgium.

Bâle to Lucerne

BÂLE, or BASEL, the Roman *Basilea*, has a *Cathedral*, rebuilt in the 14th century (elegantly restored in recent years), with curious carvings in stone and wood, and a fine organ. In the building adjoining the church there is a very interesting *Mediæval Collection* (free on Sun. 10–1; at other times ½ *fr.*). The terrace in the rear of the cathedral affords a beautiful view of the Rhine and the distant heights of the Black Forest. The *Museum* contains a picture-gallery, collections of antiquities and curiosities, and a library of 200,000 volumes and 5000 MSS., some of which are of much interest. The *Spahlen fountain*, the *Fish-market fountain*, and the *Rebhaus fountain* are all old and curious. Some of the gates of the demolished walls of the city have been preserved and restored. The modern Gothic *Church of St. Elizabeth* is elegant, especially the interior. In the old St. Alban's Monastery a *Roman arch* is to be seen.

From Bâle to Lucerne (59 miles; 10.25 *fr.*, 7.15 *fr.*, 5.10 *fr.*) is one of the most picturesque routes by rail in all Switzerland. The road, after skirting the slopes

of Mount Jura, pierces the mountain by a long tunnel, beyond which there are views of the Bernese Alps, and, as you approach Lucerne, of Pilatus and the Rigi.

Lucerne, or Luzern, is delightful for situation, and during the height of the season is much thronged with tourists. The chief things to see are the old bridges, especially the *Mühlenbrücke*, with the quaint pictures of the "Dance of Death" (see Longfellow's "Golden Legend"); the celebrated *Lion of Lucerne*, in honor of the Swiss guards who fell in defending the Tuileries (Aug. 10, 1792), hewn out of the natural rock after Thorwaldsen's design; and the *Hofkirche* (built in 1506) with its two slender towers, carved stalls and altars, and famous organ. The old *Wasserthurm* (Water Tower), near the Capellbrücke, was formerly used as a lighthouse (*lucerna*), from which the name of the town is probably derived. The *Gletschergarten* (1 *fr.*), close to the Lion Monument, is a very interesting relic of the ice-period. The *Rathhaus* contains an historical and industrial museum with a small picture-gallery. There are fine views from the *Gütsch* (ascended in 3 minutes by wire railway; 30 *c.*) and from the *Drei Linden*, a hill marked by three lime-trees (20 minutes' walk).

Mount *Pilatus* (6995 feet high), to the southwest of Lucerne, is in some respects a finer point of view than the Rigi, though more likely to be covered with clouds. It may be ascended by three paths: from *Hergiswyl* (3 hours), from *Alpnach* (4½ hours), and from *Alpnach-Gestad* (about 5 hours), the last being the pleasantest route; and from this point there is also a railway (opened in 1889) of about 3 miles, which will hereafter be the favorite means of ascent. Many legends are associated with Pilatus, according to one of which Pontius Pilate (from whom the mountain gets its name) drowned himself in a little lake a few hundred feet below the summit.

Bâle to Lucerne, via Schaffhausen, Constance, and Zürich

This circuitous route enables one to visit the Falls of the Rhine (in volume of water the largest in Europe) at Schaffhausen and Lakes Constance and Zürich. From Bâle to Constance, by the *Baden* railway, is 90 miles (12.75 *fr.*, 9.65 *fr.*, 6.20 *fr.*). The nearest station to the Falls is NEUHAUSEN, a few miles west of Schaffhausen. They are best seen, however, from the other side of the river, especially from several points in the grounds of the *Castle of Laufen* (1 *fr.*).

SCHAFFHAUSEN is a picturesque old town, with a cathedral (1052–1101) in the early Romanesque style, lately restored. The great bell, cast in 1486, bears the inscription *Vivos voco, mortuos plango, fulgura frango. St. John's Church* dates from 1120, and the *Castle of Munot* from the 16th century.

From Schaffhausen one may go by steamer to Constance, but the passage takes about 4 hours (3.40 *fr.*, 2.15 *fr.*). To *Zürich* (*omitting* the visit to Constance) is a railway ride of 29 miles (5 *fr.*, 3.50 *fr.*, 2.50 *fr.*).

CONSTANCE (a town of Baden, not of Switzerland) is at the northwest end of the Lake, where the Rhine flows out. The *Cathedral* (rebuilt in 16th century) is interesting for its carved oaken doors and choir stalls, and there is a good view from the tower. In the *Kaufhaus* (built in 1388) the "Council of Constance" (1414) was held; and in the suburb of *Brühl* the place where Huss and Jerome of Prague were burned is marked by a huge boulder with inscriptions.

Steamers run several times a day to *Lindau* (3.85 *fr.*, 2.60 *fr.*), to *Friedrichshafen* (2.35 *fr.*, 1.55 *fr.*), to *Romanshorn* (1.95 *fr.*, 1.30 *fr.*), to *Rorschach* (3.20 *fr.*, 2.15 *fr.*), etc. For the scenery of the Lake (lovely, though inferior to the other Swiss lakes), take the steamer to Lindau, and thence to *Romanshorn* or to *Rorschach* for Zürich. From Romanshorn to Zürich, 51 miles by rail; 8.75 *fr.*, 6.20 *fr.*, 4.40 *fr.* From Rorschach to Zürich, 52½ miles by rail; 10.20 *fr.*, 7.15 *fr.*,

5.10 *fr.* The latter route passes through ST. GALL, one of the most elevated towns in Switzerland (2218 feet), long famed for its Benedictine Abbey. From Rorschach also one can go by rail, via the *Gorge of Pfäfers*, to COIRE, *en route* for the *Splügen Pass*.

If one enters Switzerland by *Lindau* or *Friedrichshafen*, he can go to Romanshorn (or Rorschach) and thence to Zürich, making the *détour* by Constance or not, as he pleases.

ZÜRICH, the Roman *Turicum*, is noted both for its schools and its manufactures. The town and the neighborhood abound in beautiful views of the lake and the mountains. Some of the points commanding fine prospects are the Münster bridge, the Hohe Promenade, the terrace in front of the Polytechnic School, the garden of the Deanery of St. Leonard, the "Katz" in the Botanical Gardens, and the Bauschanze. The *Uetliberg* (1565 feet above the lake), 5½ miles from Zürich, is ascended by a railway (return tickets, 5 and 3 *fr.*). The view is one of the loveliest in Switzerland.

From Zürich to Lucerne, by rail, is 36 miles (6.05 *fr.*, 4.25 *fr.*, 3.05 *fr.*). The road passes through ZUG on the bank of the pretty Lake of Zug. One can take steamer over the lake to *Immensee*, whence there is an omnibus to *Küssnacht* (a mile or so) on Lake Lucerne, where he can take another steamer for Lucerne. Another route is by steamer on the Lake of Zürich to *Horgen* (1 hour), thence by omnibus, or on foot, to Zug (about 10 miles), and from there as above. This last route is to be preferred by those who are not in haste to reach Lucerne. In *walking* from Horgen to Zug, inquire for the old road by the *Horger Egg*, which is shorter and affords much finer views. A steamer also runs from Zug to *Arth*, whence there is a railway up the Rigi.

Zürich to Coire and the Splügen

This excursion may be made either from *Rorschach* (see above) or from *Zürich;* or (if you intend to *return*

from Splügen via Coire) you can go by the former route and return by the latter. Fares from Zürich to Coire, 12.45 *fr.*, 8.75 *fr.*, 6.25 *fr.* In going from Zürich (or on the return thither) take the steamer to *Rapperswyl*, and thence by rail to Coire. The sail over the lake is a delightful one, and all the best scenery of the railway is between Rapperswyl and Coire. The road skirts the *Lake of Walenstadt* (seen on the *left* in going towards Coire), passing through many tunnels, between which one catches good views of the lake, with the lofty mountains that hem it in, and the waterfalls pouring down their steep sides. *Murg* is a good point for stopping over a train if you wish to see more of the lake and its shores. Near *Walenstadt* we can look over the whole length of the lake from the railway. At *Sargans* we reach the valley of the Rhine, and join the line from Rorschach. At RAGATZ (3 miles further) we stop for the visit to the *Gorge of Pfäfers* and its Hot Baths (2½ miles). There is a carriage-road through the ravine, but one can see the place better by walking. The chasm is so narrow that there is hardly room for the road and the river, while the sides rise precipitously to the height of from 500 to 800 feet, in some places overhanging the path and shutting out the sky. The narrowest part is just beyond the bath-house, where the sides are but a few feet apart, rising sheer from the foaming waters below, and almost meeting overhead. The only path here is a sort of wooden balcony fastened to the rock on one side. Following this for 600 feet you come to the source of the hot springs in a chamber in the rock, where it is so warm that you are glad to get out again into the cool air of the gorge. The baths are much frequented by invalids.

Resuming the railway at Ragatz, we soon pass *Mayenfeld*, with its old tower (said to have been built by Constantius in the 4th century) and its castle, and several other villages and many other castles (for the Rhine here is as rich in these ruins as it is below Mayence), and at last arrive at COIRE, or CHUR, the *Curia*

Rhætorum of the Romans. Here there is a *Cathedral* (partly of the 8th century) interesting for its architecture and its pictures. The *Episcopal Palace* is also very ancient. From the *Rosenhügel* (half a mile) there is a very fine view of the town, the Rhine valley, and the mountains.

From *Thusis* (16 miles by rail from Coire) a diligence runs twice or thrice daily to Splügen (16 miles) in 4 hours (6.70 *fr.*). The return is made in 3 hours. If one wishes to enjoy the scenery, he should walk from Thusis to *Andeer* (7½ miles) or to *Splügen* (8½ miles further). The celebrated defile of the *Via Mala* begins just beyond Thusis. It is no *via mala* now, but "a capital macadamized highway between rugged mountain precipices, which seem sometimes as if they met in front and had swallowed the intruding road which crept within their jaws."

Between ANDEER and *Splügen*, there is another gorge, the *Rofna Ravine*, 3 miles long, somewhat like the *Via Mala*, where the Rhine forms a series of waterfalls. After emerging from this we come into the more open region of the *Rheinwaldthal*.

SPLÜGEN is a picturesque village, 4757 feet above the level of the sea. It is at the point where the *Splügen* and *Bernadino* routes to Italy diverge. By the former it is 25 miles by diligence (10.05 *fr.*) to *Chiavenna*, whence it is 16 miles by rail to *Colico* on *Lake Como* (3.10, 2.15, and 1.40 *fr.*); by the latter 45 miles to *Bellinzona* (diligence in 8 hours; 15.15 *fr.*), whence it is 13 miles by rail to *Locarno*, or 10½ miles by rail to *Magadino*, on *Lake Maggiore*.

If the tourist chooses to follow this latter route through to Bellinzona, he can return from there to Switzerland by the *St. Gothard railway*. If he takes the other route, he can sail over Lake Como to *Como*, and thence by rail to *Bellinzona*. There is a diligence from Splügen to Mesocco, 25½ miles. Electric railway from Mesocco to Bellinzona, 19½ miles.

Returning to REICHENAU (the village where Louis

Philippe taught school in 1794 under the name of Chabot), 6 miles above Coire, where the two Rhines (the *Vorder-Rhein* and the *Hinter-Rhein*) unite, one can cross to the St. Gothard road by the *Oberalp;* by rail to *Ilanz* and diligence to *Göschenen*, or by diligence all the way. The road lies through the valley of the Vorder-Rhein, and, though not so wild and grand as the Splügen, is picturesque and beautiful. Between Reichenau and Dissentis there are many castles on the heights overlooking the valley. From *Göschenen* it is 23½ miles by rail to Flüelen (where one can take the steamer over Lake Lucerne), or 59½ by rail to Lucerne.

If one does not cross by the Splügen pass to Italy, he should walk (or ride) up the road about 5 miles from Splügen to the summit of the pass (6945 feet), the boundary between Switzerland and Italy. There is an ancient tower on the summit. On one side the precipitous *Schneehorn* rises nearly 4000 feet higher, and on the other the ice-peak of the *Surettahorn*, about 3000 feet.

The Engadine

The region of the *Engadine* may be reached from *Thusis* (p. 144) by the *Albula* railway (opened in 1904) through the *Schyn Pass* to *Samaden* and *St. Moritz* (39½ miles, 3–4 hours). From *Tiefenkastel* on this route a diligence runs by the *Julier Pass* (30 miles, 7¾ hours) to the same two villages. The *Baths of St. Moritz* are 3 miles from Samaden; and *Pontresina*, a favorite centre for excursions to the neighboring glaciers, is 4½ miles distant. Pontresina is 5925 feet above the sea, or somewhat higher than the summit of the Rigi.

The climate of the Engadine, especially the upper part, is remarkably dry and clear, resembling that of northern Sweden and Finland. Tillage of any kind is rare, though a few small gardens, potato fields, and patches of oats may be seen at Pontresina and one or

two other places. The natives describe their year as "nine months winter and three months cold." Frosts and snow are not uncommon in August. Of late years the region has become a resort for invalids to whom such a climate is suited, as well as for summer tourists. St. Moritz is much frequented, the water (strongly impregnated with carbonic acid and alkaline salts) being used for drinking as well as bathing. As early as 1539 Paracelsus commended the spring as the best of its kind in Europe. Samaden is another place of great resort; and Pontresina is often crowded to overflowing in the height of the season, being chiefly popular on account of its proximity to the *Bernina Chain*, which is one of the grandest portions of the Alps. An electric road from Samaden to Pontresina was opened in November, 1905.

The Lake of Lucerne and the St. Gothard Road

The *Lake of Lucerne*, or *Vierwaldstättersee* ("Lake of the Four Forest Cantons," so called because bounded by the cantons of Uri, Schwyz, Unterwalden, and Lucerne), is unsurpassed for its wild and picturesque scenery, and is, moreover, memorable from its association with the heroic legends of William Tell.

Leaving Lucerne by steamer for Flüelen (25 miles; 8.30 or 2.70 *fr.*), we soon reach WEGGIS, formerly a favorite point for the ascent of the Rigi. There is a railway up the mountain, from VITZNAU, the steamer's next station; and another from ARTH on Lake Zug (p. 142). Tourists coming from Zürich, by taking the latter route, may spend a night on the Rigi without loss of time, going up by railway from Arth, and down early the next morning to Vitznau.

The *Rigi* or *Righi* is 5905 feet high, or 4470 above the Lake. Though comparatively insignificant in height, its admirable position makes it the most popular mountain in Switzerland. Hundreds spend the night at the hotels on the summit for the sake of seeing the sunrise; but as a fine sunrise is the exception

rather than the rule, it is hardly worth while to sacrifice much time in order to do this. The Kulm, or summit, is a small bare space from which the eye may sweep over the whole panorama, 300 miles in circuit. The Lakes of Lucerne and of Zug are at your feet, their shores fringed with pretty villages. At least eight other lakes may be counted, including a bit of Zürich. In the distance is the snow-capped chain of the Bernese Alps, with countless peaks of lesser height and fame, stretching away on every side to the horizon. As the temperature sometimes varies 45° in the course of twenty-four hours, thick clothing is indispensable.

After stopping at *Buochs*, *Beckenreid*, and *Gersau*, we reach BRUNNEN, one of the most charming villages on the lake, and a place of considerable resort. From the *Frohnalp* (6295 feet) there is a magnificent view, taking in the whole length of the lake.

Leaving Brunnen we enter the *Bay of Uri*, or south arm of the lake, where the banks approach each other and become more precipitous, with glimpses of snowy peaks and glaciers here and there through the gorges. We pass the *Rütli*, the meadow where on the night of November 7th, 1307, the Swiss patriots bound themselves by an oath to fight their oppressors to the death; and the romantic *Tell's Chapel*, built by the canton of Uri in 1388 (restored in 1880) on the spot where the hero is said to have sprung from Gessler's boat. From here to Flüelen, which now comes in sight, the scenery is remarkably wild and grand.

FLÜELEN is the starting-point of the old highway over the St. Gothard route. Two miles distant is ALTORF, or ALTDORF, the capital of the canton of Uri, where Tell is said to have shot at the apple on his son's head. A fountain marks the spot where the boy was bound to the tree, and a statue of Tell the point whence he aimed the unerring shaft.

The *Pass of St. Gothard* is one of the oldest and most frequented of the routes across the Alps, but the present admirable highway dates back only some fifty

years. By this path many of the barbarian hordes made their way into Italy in the old Roman days, and here in 1799 French, Austrian, and Russian armies fiercely contested the rugged passage.

The pedestrian had better take the railway as far as AMSTEG, about 9 miles from Altorf, where the ascent of the pass really begins. From here to *Andermatt* (about 14 miles) the scenery is indescribably wild and picturesque. A little way below Andermatt we cross the famous *Devil's Bridge*, or *Teufelsbrücke* (see Longfellow's "Golden Legend"), with the old ruined bridge below, — the scene of desperate fighting between the Austrians and French in August and September, 1799, — and soon after we pass through the *Urner-loch* or "Hole of Uri," a tunnel in the solid rock.

At ANDERMATT the pedestrian may stop for the night, or go on a mile and a half farther to HOSPENTHAL (omnibus from the railway at Göschenen), which is the preferable resting-place if he intends to walk to the Grimsel the next day. Hospenthal is 4800 feet above the sea. The summit of the pass, 7 miles farther, is 6936 feet.

The *St. Gothard Railway*, from Lucerne to *Bellinzona* (105½ miles; 23.35, 16.35, and 11.70 *fr.*), connects with the Italian system of railways at the latter place. To *Lugano* it is 124 miles from Lucerne (27.70, 19.40, and 13.85 *fr.*), and to *Milan* 172½ miles (35.70, 25.00, and 17.65 *fr.*). In going from Lucerne the tourist will prefer to take the train at *Flüelen*, unless he has already sailed over the lake. One day-express stops at *Göschenen* (entrance of *St. Gothard* tunnel) for dinner. The scenery by rail is hardly surpassed by that of the old highway, except for the portion of the route traversed by the 9¼ miles of the great tunnel.

Hospenthal to Meiringen by the Furca Pass and the Grimsel

From Hospenthal to the hotel at the foot of the Rhone Glacier is about 18 miles by the post-road.

Pedestrians can save travel by cutting across the windings of the road, and by taking the old bridle-path (between the road and the glacier) for the last few miles. The only village on the road is *Realp*, 4 miles from Hospenthal, and that is a very small one. The scenery is not striking until you reach the summit of the Pass (7990 feet), where there is a good hotel, one of the most elevated habitations in all Europe. Descending from here, you soon come in sight of the *Rhone Glacier*, which Longfellow, in "Hyperion," describes as "a frozen cataract, more than two thousand feet in height, and many miles broad at its base. It fills the whole valley between two mountains, running back to their summits. At the base it is arched, like a dome; and above, jagged and rough, it resembles a mass of gigantic crystals, of a pale emerald tint, mingled with white. A snowy crust covers its surface; but at every rent and crevice the pale green ice shines clear in the sun. Its shape is that of a glove, lying with the palm downwards, and the fingers crooked and close together. It is a gauntlet of ice, which centuries ago Winter, the king of these mountains, threw down in defiance to the Sun, and year by year the Sun strives in vain to lift it from the ground on the point of his glittering spear." Near the Hotel Belvedere (not far from the Furca Hotel at the summit of the pass) you can walk *into* the glacier by a passage hewn in the ice and ending in a vaulted chamber. From the foot of the glacier the Rhone flows in a milk-white stream.

The post-road continues down the valley of the Rhone to *Brieg*, a route to which we shall refer hereafter.

From this point the new post-road leads over the *Maienwand* to the summit (7103 feet) of the pass to the Grimsel. To the south of the ridge is the *Todtensee*, or "Lake of the Dead," into which both the Austrians and the French threw their dead after the fighting on the pass, in the summer of 1799. The Austrians had intrenched themselves here, and it was only after

repeated assaults that they were dislodged by their adversaries. From here it is a steep descent to the *Grimsel Hospice* (about 6 miles from the Rhone Glacier), formerly a place of refuge for poor travellers, now a homely inn thronged with tourists in the summer. The mountain-basin in which it stands is 6148 feet above the sea, shut in by rocks covered with many-colored lichens, but with so little other vegetation that one cannot help wondering how the few cows and goats pick up a living. Behind the hotel there is a dark tarn fed by streamlets from the glaciers. The place is even more wild and barren than the St. Bernard. The ridge to the west, above the ravine through which the Aar flows, is the *Agassizhorn* (13,120 feet). The *Finsteraarhorn* (14,026 feet) may be seen from the *Nollen*, a height not far off. The two great glaciers of the Aar, known as the *Unter-Aar* and the *Ober-Aar Glacier*, lie to the west of the hospice. The foot of the former can be reached in two hours by a good bridle-path, and the ascent of the glacier itself is easy and safe. It was on this glacier that Agassiz and several other *savants* resided for some time in 1841, and its movements have also been the subject of more recent investigations. According to M. Dollfuss-Ausset, the motion amounts to 250 feet in a year, or nearly 8 inches daily. The ascent of the *Little Siedelhorn* (9075 feet) is another easy excursion from the hospice (3 hours; guide 4 *fr.*). The view of the Aar glaciers is alone worth the climb.

The road from the Grimsel towards Meiringen is an excellent one. For nearly 5 miles you see no human habitation except occasional chalets. You then arrive at the *Falls of the Handeck*, where there is an inn. Many consider this the finest of the Alpine cataracts. The turbid Aar makes a plunge of 250 feet into a huge cleft in the rocks, while the silver stream of the Aerlenbach leaps into the same chasm from one side, and halfway down the two cascades mingle into one. From a terrace near the point where the road crosses the Aerlenbach we get a fine view of the fall. From Handeck

it is a walk of an hour and a half more to *Guttanen*, a large but unattractive village. The entire tramp from the Grimsel to Meiringen may be made comfortably in about seven hours.

A diligence runs twice daily from Göschenen to the Rhone Glacier in 6½ hours, and from there to Meiringen in 5½ hours (return in 7 hours), if one prefers to ride the whole or a part of the way.

The *Falls of the Reichenbach* may be visited just before reaching Meiringen.

MEIRINGEN is a charming village in the beautiful vale of Hasli. It is a good centre for excursions, as six Alpine routes here converge: that from the *Grimsel* just described; the *Brünig* road from Lucerne; the *Jochpass* from Engelberg; the *Susten* from Wasen on the St. Gothard; the *Great Scheideck* from Grindelwald; and the carriage-road and railway from *Brienz*. There are three waterfalls at Meiringen, all of which are illuminated every evening in summer.

Meiringen to Interlachen by Lake Brienz

From Meiringen it is a delightful walk of 8 miles to *Brienz*, on the lake of the same name; or one may take the Brünig railway. Thence a steamer runs to Interlachen (*2 fr.*, *1 fr.*), touching on the way at the *Giessbach* (where there is a good hotel, 300 feet above the lake, reached by an inclined railway), a favorite stopping-place, on account of the *Falls*, a series of seven cascades leaping from a height of more than 1100 feet down into the lake. From the middle of June till the end of September they are illuminated with colored lights every evening.

INTERLACHEN, or INTERLAKEN, as its name implies, is "between the lakes" of Brienz and Thun, and no place in Switzerland is more tourist-haunted. It is a town of hotels, many of which are very large, and most of them crowded with visitors, at least during the height of the season. It is a pleasant place (though sometimes hot), and the vicinity is very attractive.

Among the shorter excursions are those to the *Kleine Rugen* (2424 feet), half an hour's walk; to the *Heimwehfluh* (¾ hour); to the ruined castle of *Unspunnen* (2 miles); to the *Hohbühl* (2070 feet), half an hour; to the *Thurmberg* (1½ miles); the *Ringgenberg* (3 miles, same road); and the *Schadburg* (1½ miles farther on), etc. Most of these afford beautiful views of the two lakes or of the Jungfrau, Mönch, etc., or of both lakes and mountains. For a longer excursion, that to the *Scheinige Platte* (6790 feet) is not to be surpassed. It is the only point from which the valleys of Lauterbrunnen and Grindelwald are both seen at once through their entire length. It is now accessible by rail.

Lucerne to Interlachen by the Brünig

This is a popular route with tourists taking a brief run through Switzerland. From Lucerne to *Alpnach* by rail in half an hour, or (better) by steamer in 1¼ hours; thence by rail to *Brienz* in 3 hours. The railway passes through *Sarnen* at the north end of Lake Sarnen (1552 feet), then follows the lake for its entire length (4 miles), thence through *Giswyl* up the *Kaiserstuhl* to *Lungern* (2293 feet) at the south end of Lake Lungern, and at the foot of the *Brünig Pass*. From there it winds up to the summit of the pass (3296 feet), whence it descends to *Meiringen*, and follows the valley to Brienz. Thence we proceed by steamer to Interlachen, as above.

Meiringen to Grindelwald and Lauterbrunnen by the Great Scheideck and the Wengern Alp

This route is deservedly a favorite one with pedestrians; and it may also be taken on horseback. No guide is needed, as the path is well marked and much frequented. A short walk from Meiringen brings us to the *Falls of the Reichenbach*, whence we climb up to the *Baths of Rosenlaui* (4363 feet), where there is an inn. A little farther up, a foot-path on the left leads (a walk of nearly two hours) to the *Rosenlaui Glacier*

(5029 feet), remarkable for the transparency of the ice and the rosy hue from which it takes its name. The summit of the pass (6434 feet) is attained in 2½ hours more; and here is another inn, where horses may be got for the *Faulhorn* (4 hours; 12 *fr.*), if you desire to combine the ascent of that peak (8803 feet, or nearly 2400 above the pass) with this excursion. If you do not intend to go up the Faulhorn from this or some other point, you will do well to take a digressive tramp (1 hour) to the *Grindelalp*, whence there is a magnificent view, and descend from there to Grindelwald by a path no longer than the regular one from the Scheideck. From the latter you have a continued prospect of the valley of Grindelwald, with the Wetterhorn (12,150 feet) towering on the left and almost overhanging the path. About 3 miles above Grindelwald you pass the *Upper Glacier of Grindelwald*, which is very easy of access and well worth another half-hour's digression.

From Meiringen to Grindelwald is 18 miles, and you can walk it in about 7½ hours; but with half an hour at the Falls, two hours at the Rosenlaui Glacier, and half an hour at the Grindelwald Glacier, it is a good day's work.

GRINDELWALD is in a valley, 3468 feet above the sea. The chief attractions of the place are the two *Glaciers*, the Upper and the Lower. The latter is much the larger; but the ice of the former is purer and the crevasses more beautiful. Both are reached by bridle-paths.

From Grindelwald there are three routes to Lauterbrunnen: by railway, via *Zweilütschinen*, by carriage-road (12 miles), and by a railway over the *Wengern Alp*. The last (formerly a favorite route on foot or in the saddle) is much to be preferred. No easy Alpine pass affords grander prospects. An ascent (of 4½ hours by the foot-path), at first very steep, brings you to the summit of the Little Scheideck (6788 feet), whence you see the entire valley of Grindelwald, and on the south the Mönch, Eiger, and Schreckhorn, each

more than 13,000 feet high. Half an hour's easy descent from here, and you reach the *Hotel Jungfrau* (6184 feet), renowned as furnishing the finest view of the Jungfrau to be obtained from any point. Avalanches are often seen falling from the mountain, but they look rather insignificant in the distance and lose much of their thunder. From here to Lauterbrunnen is a downward road (2½ hours on foot).

The Jungfrau Railway, an electric road, begun in 1897, starts from the *Scheideck* station on the *Wengern Alp* road, and was extended to *Eismeer* (a height of 10,345 feet) in 1905. It is to go on to the *Jungfrau-Joch* (11,090 feet) and thence to the terminus (*Jungfrau;* 13,428 feet), where it will be connected with a lift in a shaft (242 feet) to the summit.

LAUTERBRUNNEN is on both sides of the Lütschine, in a narrow valley so shut in by rocky walls that in the winter the sun is hardly seen at all, and even in July not before 7 A. M. The name means "nothing but springs," and the cascades that descend from the heights on every side explain it. Chief among these is the *Staubbach* ("dust-brook"), which is shattered into dust-like spray in its one long leap of almost a thousand feet.

Lauterbrunnen is 8 miles by rail or highway from Interlachen, and may be visited from that place, if one has come from Meiringen via Lake Brienz. The excursion may be extended to the Wengern Alp and Grindelwald, reversing the above route.

Another capital excursion is by railway from Lauterbrunnen to the Alpine village of *Mürren*, easily accomplished in 4 hours. Here one gets a view in some respects far superior to that from the Wengern Alp. An excursion to the grand *Schmadribach Fall* may be combined with this in one day.

Interlachen to Geneva via Thun, Bernè, and Freiburg

From Interlachen steamers (to be preferred to the railway) run over the lovely Lake of Thun to THUN.

The town and its environs are very attractive. The views from the churchyard and the promenade by the Castle are particularly beautiful. Taking the train at the steamer's landing, we reach Berne in about an hour (3.10 *fr.*, 2.20 *fr.*, 1.55 *fr.*).

BERNE is famous for its *bears*, sculptured, automatic (on the Clock Tower), and living (in the Den or *Bärengraben*); for its *Cathedral*, built 1421–1573, and restored in 1850, with a richly sculptured portal, some good stained glass of the 15th century, and a famous organ (played almost every summer evening; 1 *fr.*); the *Terrace* in the rear of the Cathedral, whence the snowy peaks of the Bernese Alps are seen in a glorious panorama (finest at sunset in pleasant weather); its many *fountains*, especially the *Kindlifresser*, or baby-eating one; its *Natural History Museum* and *Historical Museum* (rich in antiquities from many countries, etc.); a *Picture Gallery* with some good modern paintings; the *arcades* of the principal streets, etc. The *Schänzli* (½ mile) and the *Enge* (1 mile) in the suburbs are celebrated for the views of the city and the Alps.

From Berne to Freiburg is 20 miles by rail (3.35 *fr.*, 2.35 *fr.*, 1.70 *fr.*).

FREIBURG, or FRIBOURG, is on a rocky height, encircled by the Sarine or Saane, over which there are two remarkable suspension bridges, respectively 810 and 747 feet long, and 168 and 305 above the water. The tourist should walk across both these bridges, if only for the view of the deep ravine they span. The *Church of St. Nicholas* (begun in 1283, and the tower, 280 feet high, built in 1452) has some curious sculptures of the Last Judgment, etc., over the portal, and contains the celebrated organ, which is played every evening in summer (1 *fr.*). The *Town Hall* and the *Council Hall*, with a clock-tower, are the only other buildings worth noting. In front of these is a lime-tree, said to have sprung from a twig brought by a native of the town who had hurried home with the news of the victory of Morat, June 22, 1476.

From Freiburg to Lausanne, 42 miles by rail; 6.95 *fr.*, 4.70 *fr.*, 3.30 *fr.* From Lausanne to Geneva, 38 miles; 6.35 *fr.*, 4.50 *fr.*, 3.20 *fr.*; or by steamer over Lake Leman, 5 *fr.*, 2 *fr.* The latter route should be taken, unless one intends to sail over the lake from Geneva.

LAUSANNE has an elevated site overlooking the lake and the surrounding country. The *Cathedral* (1235–1275) is a large and noble edifice, with a tower 162 feet high, from which (as from the *Terrace*, formerly the churchyard) there is an extensive and beautiful prospect. The *Castle*, once the episcopal palace, now the council hall of the canton, was built in the 13th century, but has been repeatedly altered. It is worth visiting for the view it commands. The *Cantonal Museum* contains natural history collections, with lake-dwelling relics, etc. The summer-house in which Gibbon finished his great work in 1787 stood in a garden which now belongs to the Hotel Gibbon. The *Montbenon* is a delightful promenade in the suburbs, and the *Signal* (a half-hour walk) is a famous point of view.

GENEVA is at the south end of the Lake, from which the Rhone here emerges, dividing the city into two parts, which are connected by eight bridges. In the midst of the stream is the little *Rousseau's Island*, which is a pleasant promenade with a statue of Rousseau by Pradier. The *Quays* and the *Jardin Anglais* afford delightful walks, with varied views of the lake and the Alps. The *Cathedral* is a Romanesque structure of the 11th century with the "modern improvement" of a Corinthian portico; the interior has suffered less from alterations. The *Monument to the Duke of Brunswick* is costly and elegant. The Hôtel de Ville, the Arsenal, the Academic Museum (geological and natural history collections, antiquities, etc.), the Public Library (founded by Bonnivard in 1551, and rich in autographs of Calvin, Beza, Luther, Melanchthon, etc.), the Rath Museum (picture gallery), the Russian Church, the new Theatre, the Bo-

tanic Garden, the Alpine Garden, etc., may also be mentioned. Rousseau was born at No. 40 Grande Rue.

Pleasant excursions from Geneva are to MORNEX, a favorite summer resort, 7 miles from the city; and to MONNETIER, 1½ miles further in the same direction, whence the ascent of the *Petit-Salève* (about 3000 feet) may be made in half an hour, or that of the *Grand-Salève* (4300 feet) in an hour and a half. The view from the former is beautiful, that from the latter far more so.

One of the finest walks in the environs is on the right bank of the lake, passing *Petit* and *Grand Saconnex*, along the brow of the hill, with views of the lake and Mont Blanc, and down to *Versoix*, whence one can return either by steamer or by rail. Another is on the left bank from the *Jardin Anglais* along the quay and on to *Vesanaz* (3 miles), and returning by way of *Cologny* (3½ miles). FERNEY, noted as the residence of Voltaire, is beyond Saconnex, 4½ miles from Geneva (half an hour by rail). Numerous tramway lines lead to interesting points.

LAKE GENEVA. — There are steamers over the lake by the *north* bank to *Villeneuve*, and by the *south* bank to *Bouveret* (7.50 *fr.* and 3 *fr.* to either), connecting with the railways at both places. The former route is the one for visiting VEVEY, one of the most attractive places in Switzerland, and the *Castle of Chillon*, of historic and Byronic renown. The lovely village of *Clarens* is 3½ miles from Vevey, and Chillon 3½ miles farther. The walk is pleasant, if one avoids the highway and follows the shady path along the slope of the hill, winding amid villas and gardens, with charming views of the lake. *Montreux*, between Clarens and Chillon, is another beautiful town, much frequented by consumptive patients. All this neighborhood abounds in *pensions*, which are usually full in summer. *Villeneuve*, a very old town, in spite of its name, is 2 miles from Chillon.

Geneva to Chamonix

One may go to Chamonix by railway to *Le Fayet* (43 miles) and thence by electric road (12 miles); but good walkers had better take the railway only as far as *Le Fayet*, and proceed from there on foot. It is better, in our opinion, to take the route via *Villeneuve* (or *Bouveret*) and *Martigny*, in going to Chamonix, and the other route (if at all) on the return to Geneva.

An electric road from *St. Gervais*, 2 miles from *Le Fayet*, to the *Aiguille du Goûter* (12,610 feet), on a route to the top of *Mont Blanc* is now being constructed.

From Bouveret to Martigny, by rail, about 1½ hours; 4.70 *fr.*, 3.15 *fr.*, 2.35 *fr.* Distance and fares from Villeneuve, about the same.

MARTIGNY is on the Simplon road, near the foot of the Great St. Bernard. There are three routes from here to Chamonix: one by post-road over the *Tête-Noire;* one partly by bridle-path by the *Col de Balme;* and one by rail or post-road to *Vernayaz*, and thence by railway, opened in 1909, through the wild *Gorge of Triquent*, past the *Falls of the Trièg*e and *Châtelard* to *Chamonix*. This last route is much the quickest and the most comfortable of the three.

The first and second routes are the same from Martigny to the inn on the *Forclaz* (3 hours). The Col de Balme path there turns off to the left. Keeping to the right we pass through the village of *Trient* and along the picturesque gorge of the *Tête-Noire*, through the tunnel in the rock by which the former dangerous track by the *Mauvais Pas* is avoided, to the *Hôtel de Barberine* (a beautiful waterfall may be visited by a half-hour's digression at this point), halfway between Martigny and Chamonix. Descending through romantic valleys and wild gorges, past the village of *Valorcine*, we reach ARGENTIÈRE, where the Col de Balme path also ends, and whence it is 5 miles to Chamonix by railway opened in 1906.

The electric road from *Martigny*, via *Vernayaz*, to

Chamonix is now completed by the short section from *Châtelard* to *Argentière*.

The *Col de Balme* route, which need not be described at length, is remarkable for the one magnificent view from the summit of the pass (7231 feet), taking in the entire chain of Mont Blanc, surrounded by the Aiguilles de Tour, d'Argentière, etc., with its mighty glaciers extending down into the green valley; but there is no hope of seeing this grand panorama except in clear weather.

CHAMONIX, or CHAMOUNI, is noted for its admirable position in front of the range of Mont Blanc, commanding a view of its peaks, passes, and glaciers; as well as for the many excursions in its neighborhood. Those of most interest to one who can spend but a day or two here are to the *Montanvert*, a height (6303 feet) on the east side of the valley, whence there is a view of the *Mer de Glace* and the *Glacier des Bois*, and the three glaciers from the gorges of Mont Blanc that unite to form the vast sea of ice; to the *Chapeau* (5082 feet), a precipice nearly opposite the Montanvert, easily reached by a safe path from there across the glacier (practicable even for ladies); to the *Jardin* (9144 feet), in the midst of the *Glacier de Talèfre*, a rocky oasis in a wilderness of ice, taking its name from the Alpine flowers that bloom there in August; to the *Flégère* (5925 feet), whence Mont Blanc with its immense snow-fields may be seen from base to summit; to the *Brévent* (8274 feet), which affords nearly the same view as the Flégère (even better for Mont Blanc); and to the *Glacier des Bossons*, remarkable for its tall pyramids of blue ice (a short and easy excursion).

Guides are not absolutely necessary for any of these excursions, except the *Jardin* (a trip for experts only) and the passage across the *Mer de Glace* to or from the *Chapeau*. The guides form a society, and there is a uniform tariff for these excursions. There is also a fixed tariff for longer and more difficult excursions (to the top of Mont Blanc, etc.), for which, as for every-

thing else pertaining to the engagement of guides, inquiry may be made at the office of the *Guide en Chef*, at Chamonix.

Martigny to Zermatt

If one has time to visit Zermatt and its neighborhood, he should not fail to do so; but the excursion ought not to be made earlier than August.

The railway should be taken from Martigny to *Visp* or *Vispach* (in French *Viège*), a distance of 43 miles (8.30 *fr.*, 5.50 *fr.*, 4.15 *fr.*), and thence by the branch railway (opened in 1891) to Zermatt. From *Visp* to *St. Nicolas* (about 12 miles) there is, besides the railway, only a bridle-path, but the remaining 12 miles is over a carriage-road. If one walks the whole distance, he may divide the journey at St. Nicolas. The route all the way, whether by rail or otherwise, is full of interest, — rocks, waterfalls, and glacier streams in varied profusion.

Proceeding to ZERMATT, "a village which looks as if it had been caught in a snow-trap, being by itself 5315 feet above the sea, and surrounded by high Alps," one had better press on, the same day, to the hotel on the *Riffelberg* (8430 feet), unless he learns at Zermatt that the house is full, as often happens in August. The ascent can be made by electric railway (opened in 1898).

From the Riffelberg, fail not to ascend (by the same railway) to the *Gorner Grat* (10,290 feet), where you are entirely surrounded by snow-peaks and glaciers. Among the former are *Monte Rosa* (15,217 feet) and the sharp pyramid of the *Matterhorn*, or *Mont Cervin* (14,705 feet). There is a small hotel (with restaurant) at the summit of the Gorner Grat.

Returning from the Riffelberg to Zermatt by a somewhat longer path, you pass in many places very near the *Gorner Glacier*, which winds like a huge snake round the Riffelberg, being joined in its course by ten other glaciers.

From Zermatt return to Visp, unless you prefer to go by the *St. Théodule Pass* or *Matterjoch* to *Aosta*, and thence over the *St. Bernard* to Martigny. To the summit of the Matterjoch (10,900 feet) is 5½ hours, thence to *Val Tournanche*, 4 hours; an easy route, frequently taken by ladies. From Val Tournanche to *Châtillon*, 11½ miles (diligence daily, 2 hours); and thence there is a railway to *Aosta* (15½ miles). From Aosta to the *Hospice of St. Bernard*, 8 hours (or one day); from the Hospice to *Martigny*, 9 hours. [Martigny to the Hospice, 11 hours; thence to Aosta, 5½ hours.] The St. Bernard is, however, the least interesting of all the Alpine passes, except for a small distance from its two ends, at Martigny and Aosta.

From the Rhone Glacier to Visp

This is another way of approaching Zermatt, and may be more convenient in combining that with other excursions. From the Rhone Glacier a diligence (from Andermatt and Hospenthal by the Furca) runs twice daily to *Brieg*, 31 miles, in 5 hours (10.25 *fr.*; coupé, 12.75 *fr.*). Thence there are trains to *Visp* (4½ miles). We advise you, however, to ride only to *Viesch* (3 hours from the Rhone Glacier) and to walk from there, the same day, to the *Hotel Jungfrau* on the *Eggishorn* (3 hours). There is a bridle-path all the way, and no guide is needed. From the hotel to the summit of the mountain (9626 feet) is a tramp of 2 hours (bridle-path nearly to the top). The prospect is grand, taking in the whole stretch of the great *Aletsch Glacier*, 15 miles long, the *Viesch Glacier*, and countless mountain peaks, among which are the Galenstock and the Aarhorns, the Eiger, Jungfrau, and Mönch, the Weisshorn and the Matterhorn. At your feet is the *Märjelensee*, in which miniature icebergs, detached from the glacier, are often seen floating.

From the *Jungfrau Hotel*, the next day, cross the mountains to the inn on the *Belalp*. The path is an easy one, leading over the *Bettmer-alp* to the *Rieder-*

alp (where there is an inn), thence to the west, along the ridge of the mountain, to the Aletsch Glacier, and, crossing this at a perfectly safe place, to the Belalp (about 5 hours in all). From here down to *Brieg*, the same day or the next, is a walk of about 4 hours; and thence to *Visp*, by railway or on foot, as above.

Interlachen to Leuk by the Gemmi Pass

This is another route to or from Martigny or Visp (and Zermatt). Go from Interlachen by railway or steamer to SPIEZ [1] on Lake Thun, thence by railway (9½ miles; 35 min.) to *Frütigen*, and thence by diligence to KANDERSTEG (8½ miles farther; 2½ hours), spending the night there. Starting next morning, a walk of 3 hours brings you to the inn of *Schwarenbach* (6775 feet), and 40 minutes more to the summit (7553 feet). From this point it is a steep descent by a winding path cut in the rock, like a spiral staircase, to LEUKERBAD, or the *Baths of Leuk* (4630 feet); and this part of the route must be traversed on foot, as the descent on horseback has been prohibited on account of the danger. In 1861 a lady fell from her saddle over the precipice here and was killed. The walk down takes from an hour and a half to two hours, and persons inclined to giddiness should be accompanied by a guide.

The *Baths* are much frequented, especially by French, Swiss, and Italians. The temperature of the water is from 93° to 123° F., and there are great tanks in which companies of bathers sit up to their chins for 6 or 8 hours daily. Strangers are freely admitted to see the comical aquatic exhibition; and they can parboil themselves in the same way at small expense (*2 fr.*).

It is well to make a stop here, and to devote the remnant of the day to a walk (2½ hours) to the village of *Albinen* (4252 feet), reached only by rude lad-

[1] The railway from *Spiez* to *Montreux*, 61 miles, completed in 1906, is an interesting "cross-cut" from *Lake Thun* to *Lake Geneva*.

ders fastened to the face of the precipitous rock on which it stands. There are many other pleasant excursions in the neighborhood.

From *Leukerbad* an omnibus will take you in two hours (4 *fr.*) to the *Leuk Station* on the railway, halfway between Sierre and Visp; or you can walk thither in about 2½ hours, saving some distance by taking the old bridle-path from *Inden* (3 miles from Leukerbad).

One may enter (or leave) Switzerland, not only by the routes mentioned above (by *Bâle* and by *Lake Constance*), but also by *Geneva* (by railway from Paris, via Dijon and Macon), by *Neuchâtel* (from Paris via Dijon and Pontarlier), and (same route as the last to Pontarlier) by *Lausanne*.

NEUCHÂTEL (41 miles from Berne) is on the slope of Mt. Jura overlooking the Lake of Neuchâtel. The main objects of interest are the *Castle*, the old church known as the *Temple du Haut*, the *College*, containing a natural history collection founded by Agassiz, and the *Picture Gallery*, the paintings in which are chiefly by modern Swiss artists. Near the Museum there is an interesting *Sépulcre Préhistorique*, discovered among the lake-dwellings at Auvernier in 1876. There are pleasant excursions in the vicinity and over the lake by steamer.

Other Places of Interest in Switzerland

EINSIEDELN, "the Swiss Mecca," one of the most famous pilgrim resorts in the world, is about ten miles south of Lake Zürich, and may be reached by railway from *Wädenswyl* on the lake, or by a pleasant drive or walk of 12 miles from *Rapperswyl*. It is renowned for its Abbey, founded in 861, and last rebuilt in 1704. According to the old legend, when the bishop of Constance was about to dedicate the church, September 14, 948, he was informed by a vision that the Saviour and his angels had already performed the ceremony. Pope Leo VIII. confirmed the miracle, and granted

plenary indulgences to all who should make a pilgrimage to the Abbey. It is now one of the most frequented shrines in Europe, being visited by at least 150,000 pilgrims every year. The Reformer Zwingli was parish priest at Einsiedeln from 1515 to 1519. The greatest festival occurs on the 14th of September. The town is beautifully situated, at an elevation of nearly 3000 feet (about 1500 above the lake), and many English families spend the season there.

The *Morgarten* is the name given to a district on the southeastern shore of the little Lake of Egeri, which lies a few miles southwest of Einsiedeln, about halfway between that town and the foot of the Rigi. Here, on the 16th of November, 1315, the Swiss gained a signal victory over the Austrians and their allies. In the same neighborhood, the Swiss, under Alois Reding, defeated the French, May 2, 1798.

Davos-Platz (5115 feet), which has of late become a favorite summer and winter resort for consumptive patients, is about 35 miles from Coire, whence it is reached by diligence in about 8 hours over the *Landwasser Road;* or by rail via *Landquart* in about 5 hours. The town is the capital of the district of *Davos*, an elevated valley about 8 miles long and half a mile broad, mainly pasture-land with scattered hamlets and chalets. It is sheltered by lofty mountains from the north and east winds, and the air is very pure and dry. There are many interesting excursions in the neighborhood.

Wiesen (4720 feet), about 10 miles below Davos on the road to Coire, is another health resort for patients with pulmonary and nervous complaints. It is beautifully situated on the southern slope of the Rothhornstock.

Engelberg (3356 feet), a favorite resort for nervous patients, is 14 miles from *Stansstad*, on Lake Lucerne, whence it is reached by electric railway in 1½ hours (6.25 *fr.*, 3.45 *fr.*; return, 9.05 *fr.*, 5 *fr.*). The *Benedictine Abbey*, founded in 1121, named *Mons Angelorum* by Calixtus XI., and rebuilt in 1729, contains some

good pictures, and the library of 20,000 volumes is interesting.

WIMMIS (2074 feet), about 3 miles from *Spiez*, on Lake Thun (p. 162), is the best point for ascending the NIESEN (7763 feet), from which the view of the Alps is finer than from Rigi. On the pointed summit there is standing-room for only about fifty persons. It can be reached in 50 minutes by an electric cable tramway (opened in 1910). The ascent by the bridle-path takes about 4½ hours. There are two other paths up the mountain, but this is to be preferred. Spiez will be found a pleasant headquarters for the excursion.

How to Combine the above Routes

In describing the routes, we have shown to some extent how this may be done; but it may be well to add outlines of a few connected tours.

I. Bâle (or Lake Constance) to Lucerne, and excursion to the Rigi or over the lake, 1 day; by Alpnach and the Brünig to Meiringen, or through to Interlachen by Lake Brienz, 1 day; Interlachen, Lauterbrunnen, and Grindelwald, 1 day; to Berne by Lake Thun and rail, and to Freiburg, 1 day; to Lausanne and over Lake Leman to Geneva, 1 day; 5 days in all.

This tour may be modified by going from Bâle (or Schaffhausen) to Zürich, and over the Rigi to Lucerne; or by adding a ride up the St. Gothard road from Flüelen to Andermatt and back; or another day for Interlachen and its vicinity; or an excursion to Chamonix and back (3 days); or two or more of these excursions; thus increasing the time to 6, 7, 8, or 11 days.

II. As above to Lucerne, 1 day; the Lake and the St. Gothard road to Hospenthal, 1 day; by the Furca to the Grimsel, 1 day; to Meiringen (or Interlachen by Brienz), 1 day; Interlachen and vicinity, 1 day; thence to Geneva, as above, 2 days; 7 days in all.

Instead of going from Meiringen to Interlachen by Brienz, the route by the Great Scheideck and Wen-

gern Alp may be taken to Lauterbrunnen, and thence to Interlachen, adding 1 day or 2 days. Schaffhausen, Constance, Zürich, etc., may also be added, and the excursion to Chamonix.

III. Bâle to Lucerne (or Schaffhausen), and thence to Zürich, 1 day; to Pfäfers and Coire, 1 day; to Splügen and summit of the Pass, and return to Reichenau, 2 days; to Göschenen and Hospenthal, by the Oberalp, 1 day; thence, as in II.

The longer route from Splügen to Hospenthal may be taken, by the way of Bellinzona, adding one day.

IV. To Hospenthal, as in II.; from Hospenthal to Viesch and the Eggishorn, 1 day; thence to the Belalp, 1 day; thence to Brieg, Visp, and Zermatt (by railway), 1 day; to the Riffelberg, the Gorner Grat, and back to Zermatt, 1 day; to Leuk Station and to Leukerbad by the Gemmi, 1 day; to Kandersteg and Lauterbrunnen, 1 or 2 days; from there as in I. or II. (or from Lauterbrunnen over the Wengern Alp, etc., to Meiringen, and thence to Interlachen, via Brienz, before proceeding to Berne, etc.).

V. To Interlachen, as in II.; thence by the Gemmi to Leukerbad, 2 days; thence, as in IV., to Zermatt and back to Visp, 3 days; to Martigny by rail, and to Chamonix, 2 days or more; from Chamonix to Martigny (or Villeneuve), 1 day; Lake Leman and Geneva, 1 day (or 2 days); Freiberg and Berne, 1 day; thence to Bâle, *en route* for France.

VI. There is a beautiful journey by Montreux and Bernese Oberland Railway (electric narrow-gauge line) over the mountains from Montreux to Zweizimmen, thence by Thunerzee Railway to Spiez, with magnificent views of Lake Geneva and the Lake of Thun.

By linking together parts of the above, many new combinations may be made, as the reader will see for himself. Excursion tickets and "tourist tickets" may be purchased in London, in Paris, and in Switzerland, which cover a great variety of routes, longer or shorter, at a reduction from the regular fares. Among these

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the tourist may very likely find one which is precisely to his taste, or which he can make so by occasional digressions. The prescribed route may be left at any point and the journey subsequently resumed at the same point; and the tickets are good for one month, two months, etc., according to the length of the route.

Combinations of Swiss and Italian tours will be explained farther on.

FRANCE

In France there are *Syndicats d'Initiative*, which are local associations for the purpose of giving information to travellers with regard to objects worth seeing. Many of them publish useful local guides, and some of them organize excursions at fixed prices. When travelling at night on French trains, pillows and coverlets can be hired at the chief stations. Lunch baskets, with a substantial meal, can be obtained at the stations *en route*, either by telegraph or by request, for 3 francs.

If the tourist has visited Strasbourg on his way to Switzerland, and if he arranges his Swiss tour so that it ends at *Geneva*, he can take an express train from that city for Paris via Macon (388 miles, in 10–14 hours; 70.10 *fr.*, 47.35 *fr.*). From *Lausanne* there are also express trains (328 miles, in 8½–11¾ hours; 39.75 *fr.*, 26.15 *fr.*). The two routes unite at *Dijon*, which is nearly halfway to Paris, and the chief point of interest *en route*.

Dijon, the ancient capital of Burgundy, is now the centre of trade for the wines of Upper Burgundy. The *Hôtel de Ville*, once the ducal palace, contains a good picture-gallery and a valuable collection of works of mediæval art, including the magnificent tombs of Philippe le Hardi and Jean-sans-Peur. The *Cathedral* (13th and 14th century) is of less interest than the

Church of Notre Dame, a fine fragment of pure Gothic (13th century), recently restored. There are several churches in Dijon now used as stables, storehouses, etc.; as St. Philibert (12th century), St. Anne, etc.

From Macon, between Geneva and Dijon, a railway ride of 44 miles (8.75 *fr.*, 6.55 *fr.*, 4.85 *fr.*), will enable one to visit LYONS; and from there it is 218 miles by rail (39.20 *fr.*, 26.45 *fr.*, 17.25 *fr.*) to MARSEILLES. Thence one can go to Paris, either by Lyons and Dijon, or he may follow a route of about the same length that will take him through *Nismes*, *Vichy*, *Bourges*, and *Orléans*.

Between Dijon and Paris, the only place of special interest is FONTAINEBLEAU (37 miles from Paris), which, however, is better visited in a day's excursion from Paris (return tickets, 9 *fr.*, 6.80 *fr.*, 4.95 *fr.*). The famous *Palace* is shown daily (free, 11–4); and one should take the walk of half an hour to the *Tour Denecourt*, which commands a view of the Forest of Fontainebleau and the surrounding country.

Other Routes from Switzerland to Paris

I. FROM BERNE VIA NEUCHÂTEL AND DIJON. — This route may be taken if one visits Freiburg and Berne at the *close* of the Swiss tour, and does not desire to visit Strasbourg on the way to Paris. The whole distance from Berne to Paris is 356 miles (12½–14 hours; 62.50 *fr.*, 42.50 *fr.*).

II. FROM BÂLE VIA BELFORT. — This route may be taken instead of the last. The distance is 326 miles (58.75 *fr.*, 40 *fr.*, 33.95 *fr.*). The journey may be broken 104 miles from Paris, at TROYES, where there is a beautiful cathedral, and several other fine old churches and public buildings. This is the best *day* route, as an express leaves Bâle at about 10.30 A. M., reaching Paris at about 6 P. M.

III. FROM BÂLE VIA STRASBOURG. — The route from Strasbourg to Bâle has been described above. The railway on the east side of the Rhine, via Freiburg, is

to be preferred to that on the west side, via Colmar, for the reasons there given. From Strasbourg to Paris, 311 miles (56.65 *fr.*, 37.90 *fr.*, by express). On the way we pass through NANCY, a large and handsome city, encircled by vineyards and entered by seven gates "like triumphal arches." At *Frouard*, a few miles beyond, a branch line leads (30 miles) to METZ, worthy a visit for its grand *Cathedral*, and of special interest from its connection with the Franco-German war. The battlefields of *Woerth* and *Gravelotte* may be visited from here; and by proceeding from Metz via *Thionville*, *Montmédy*, *Bazeilles*, *Sedan*, and *Mézières*, we pass through a district in which some of the most important movements and events of the war took place; and the distance to Paris will be only some fifteen miles greater. RHEIMS, with its renowned *Cathedral*, may be visited by a branch of 19 miles from *Epernay* on the *direct* line from Strasbourg to Paris. If we take the other route from Metz (via Sedan), we can reach Rheims from *Mézières*, and proceed to Paris either via *Epernay*, or via *Soissons*. Epernay and Rheims are the chief seats of the champagne wine trade.

Paris and its Vicinity

Paris, like London, cannot be described in the limits of a book like this. A mere catalogue of its attractions would fill all the pages. Neither is it to be seen in a day, or even in a week, except very hurriedly. If possible, ten days or a fortnight should be spent here, and to make the best use of the time a local guidebook is necessary. The best is *Baedeker's*, which includes the routes to London and to the Rhine and Switzerland. There are smaller ones (from 1 *fr.*) that are good in their way. Cook's (1.50 *fr.*) is the best.

Some of the suggestions that we have given to the tourist in London will be equally applicable, *mutatis mutandis*, to Paris. For getting a general idea of the city there is no better way than to ride through it in

various directions on the top of an omnibus; from the Madeleine through the Boulevards to the Place de la Bastille, and on other routes that will complete the circuit of those magnificent avenues; and in like manner through and across the city by the Rue de Rivoli, the Boulevards Sebastopol and St. Michel, and other leading streets. One should also take a few long walks from the front of the Tuileries through the Champs Elysées to the Arc de Triomphe; along the quays on the banks of the Seine, "threading the bridges" at his fancy, etc. He should also ascend the Tour de St. Jacques, the tower of Notre Dame, the "Column of July" in the Place de la Bastille, the dome of the Pantheon, the Arc de Triomphe, and the Trocadéro or the great Eiffel Tower, for the varied views of the city that they afford.

CHURCHES. — The *Cathedral of Notre Dame* was begun in 1163, and the choir was completed in 1185, but the greater part of the church was built in the 13th century. It has suffered much from alterations and mutilations, but since 1845 it has been completely and admirably restored. The west front is magnificent, and the portal of the south transept rivals it for rich and elaborate decoration. The apse with its flying buttresses and the light and graceful central spire are also marked features of the exterior. The stained glass is all modern, with the exception of the beautiful rose windows. The wall enclosing the choir has some remarkable sculpture dating from the 14th century, and the chapels contain many elegant monuments. Among the relics in the treasury and chapter-house, the most recent is the robe of Archbishop Darboy, pierced by bullets and stained with blood, — the third Archbishop of Paris murdered within a quarter of a century. Here also may be seen a silver statue of the Virgin presented by Charles X., silver busts of St. Denis and St. Louis, etc. Fee for the treasury, 1 *fr.*; for the towers, 50 *c.* The "Bourdon" bell, in the south tower, weighs 16 tons.

The *Morgue*, immediately behind Notre Dame, is now closed to the public.

St. Germain l'Auxerrois, near the Louvre, though founded much earlier, belongs in its present form to the latter part of the 15th century. It is chiefly remarkable for its frescoed portal, sculptured decorations, and carved woodwork.

St. Eustache, near the Halles Centrales, is a Gothic church with a Grecian west front, but the interior is grand and imposing. The frescoes in the chapels and the high altar with its sculptures are to be noted. The obsequies of Mirabeau were celebrated here in 1791, and the Feast of Reason in 1793.

St. Roch, in the Rue St. Honoré (1653–1740), is of no architectural interest, but contains many paintings and monuments; and it is famous for its music. On the steps in front Bonaparte stationed the cannon with which he dispersed the Royalist mob, October 3, 1795.

The *Madeleine* (1777–1842) is the most magnificent of the modern churches. The exterior, with its Corinthian portico and the sculptured pediment above, and the interior, sumptuously decorated with colored marbles, gilding, statuary, and painting, are equally admirable. The bronze doors illustrate the Ten Commandments.

The *Pantheon*, or *Church of St. Geneviève*, on the south side of the river, was built in 1764–1790 to replace the ancient church of the same saint, but in 1792 was converted into a "Pantheon" or "Temple of Fame." In 1822 it became a church again, in 1831 a Pantheon once more, in 1853 for the third time a church, and in 1885 (when Victor Hugo was buried in it) for the third time a Pantheon. The inscription put upon the frieze in front in 1792, *Aux grands hommes la patrie reconnaissante*, erased in 1822, was restored in 1830, and has been allowed to remain since then. The fine statuary above it represents France distributing garlands to her sons. The interior is being decorated

with historical paintings. In the vaults are the tombs of Mirabeau, Marat, Voltaire, and Rousseau, who were formerly buried here. The dome (272 feet high) towers above all the other "high places" of Paris, as the edifice stands on elevated ground.

The *Sainte Chapelle*, in the south court of the Palais de Justice (fortunately not burned with that edifice in 1871), is the most beautiful example of Gothic in all Paris. It was built in the 13th century, and has lately been restored. The great windows are partly filled with the old stained glass, remarkable for the richness and brilliancy of its colors.

Other churches of note are St. Germain-des-Prés, St. Gervais, Notre Dame de Lorette, St. Vincent de Paul, St. Sulpice, St. Etienne du Mont, St. Merri, St. Augustin, La Sorbonne, Le Val-de-Grace, La Trinité, St. Clotilde (the most beautiful *modern* Gothic church in Paris), la Chapelle Expiatoire, the Russian Church (very interesting), Sacré-Cœur (Montmartre), etc. The American Episcopal Church, Holy Trinity, 23 Avenue d'Alma, is a handsome modern building, with an elaborate interior.

PALACES. — The *Louvre* is remarkable for its vast extent and for the magnificence of its architecture, but far more for the priceless art treasures that it holds. Descriptive catalogues of the various collections are sold in the building, but the lists of the more important objects in *Baedeker* (filling about 60 pages) and other local guide-books will suffice for the ordinary visitor.

The *Tuileries*, begun in 1564, but not finished until our day, was burned under the Commune in 1871, and only the *pavillons* at the ends have since been restored. The façade was about 1000 feet long, and formed one of the shorter sides of the great rectangle of the Louvre. The *Garden of the Tuileries*, extending from the palace to the Place de la Concorde, is handsomely laid out and adorned with statuary.

The *Palais Royal* was built 1629–1634 for Cardinal

Richelieu, altered by Louis XIV., and enlarged by Philippe-Egalité. The galleries around the great court-yard are devoted to shops, cafés, and restaurants, and the garden is a favorite resort of nurse-maids and children.

The *Palais du Luxembourg*, built 1615–1620, and enlarged in 1804, has been palace, prison, and senate-house by turns. The gallery of sculpture and painting, rich in masterpieces of contemporaneous French art, has been transferred to a new building adjoining the palace. At the back of the garden, where his statue now stands, Marshal Ney was shot.

Under this head may also be mentioned the *Palais de l'Institut*, formerly the College Mazarin, but ceded in 1795 to the French Academy and the other learned societies that make up the *Institut de France;* the *Palais du Corps Législatif*, formerly the Palais Bourbon; the palace of the *Tribunal of Commerce*, one of the most elegant of the new public buildings; and the *Elysée Napoléon*, a favorite residence of the first Napoleon, and the place where he signed his final abdication.

The *Hôtel de Ville*, historically and architecturally one of the most interesting buildings in Paris, burned in 1871, has been rebuilt. The courts are open to the public; the halls and galleries are shown daily (except Sunday), 2–4 (tickets got at secretary's office gratis).

Other Public Buildings. — The *Hôtel des Invalides*, built by Louis XIV. in 1671–1674, restored and enlarged by Napoleon I. and Napoleon III., was intended to furnish a home for 5000 maimed and superannuated soldiers, but only a few hundred now live here. The old *Church*, hung with battle-flags, and the *Dome* under which is the tomb of Napoleon, are open to the public. The latter portion of the edifice is in the classical style, and rivals the Madeleine in its faultless elegance. The massive sarcophagus with the marble statues standing sentinel about it, the superb high altar flooded with golden light from the painted windows, and the lofty dome springing upward from the

stately columns that support it, are all, in themselves and in their combined effect, as remarkable for artistic perfection as for the expense that has been lavished upon them.

The *Bourse*, or Exchange, is a spacious building surrounded by a Corinthian colonnade, with a handsome hall for 'change purposes. From the gallery above, free to visitors, one can survey the financial Babel below. The busy hours are from 12 to 3.

The new *Grand Opera House* is the finest building of its class in the world. The busts and other sculptures about it form a complete historical gallery of lyric art, and the site is admirably adapted for the artistic and architectural display. The interior is fitted and furnished in the most sumptuous style. Some of the other theatres are large and elegant, externally as well as internally.

The *Tour St. Jacques*, in a small square on the Rue de Rivoli, is a beautiful Gothic tower, belonging to a church taken down in 1789. It was erected in 1508–1522 (restored in 1836), and is much admired as an example of the Gothic of that period. In the vaulted chamber at the base is a statue of Pascal, who used this tower for his experiments on atmospheric pressure. The view from the top is perhaps the best in Paris, as the tower is almost in the centre of the city. It commands the magnificent vistas of the Rue de Rivoli and the Boulevard de Sebastopol, which cross each other at this point. The Seine with its bridges is seen to better advantage from the tower of Notre Dame.

The *Mint*, or *Hôtel des Monnaies*, contains a large and curious collection of coins and medals, open to the public; and permission to see the process of coining may be obtained by written application to the director.

The great market of the *Halles Centrales* should be visited (in the morning, at 8 or 9 o'clock, if possible), and the *Halle au Blé*, or Corn market, and the *Halle*

aux Vins, the vast bonded warehouse for wines (on the other side of the Seine, near the Jardin des Plantes) are also well worth seeing. The flower-markets held on certain days near the Madeleine (Tuesday and Friday), in the Boulevard St. Martin (Monday and Thursday), and at the Marché-aux-Fleurs, near the Palais de Justice (Wednesday and Saturday), are very attractive floral displays.

MUSEUMS, ETC.— Besides the galleries of the Louvre and the Luxembourg, to which we have referred, one of the most important is that of the *Hôtel de Cluny*, which is rich in Roman and mediæval antiquities. The hotel itself was built in the 15th century by the Abbots of Cluny, and the Gothic decorations of the exterior are very elegant. The Chapel is also remarkable for its beauty. Within the grounds are the remains of the *Palais des Thermes*, a portion of the baths connected with the old Roman palace of the governor of Gaul, probably built in the latter part of the 6th century. The vaulted hall of the *frigidarium* is nearly complete, and is 60 feet long, 36 wide, and 55 high.

The *Conservatoire des Arts et Métiers*, Rue St. Martin, contains a large collection of machinery, scientific apparatus, industrial models, agricultural implements, etc., etc. The building occupies the site of the Benedictine Abbey of St. Martin (founded in 1060), and the ancient *chapel* is used for the exhibition of machinery, including some specimens of antiquarian interest. The *refectory* has been fitted up for the library (20,000 vols.).

The *Museum of Artillery*, in the west wing of the Hôtel des Invalides, is a very complete collection of arms and weapons, ancient and modern, admirably arranged in chronological order. Many of the articles are of great interest as historical relics.

The *Ecole des Beaux Arts* (or School of Fine Arts), near the Palais de l'Institut, contains casts from the antique, architectural fragments and other sculptures, and some fine paintings. Chief among these last is

Delaroche's great picture, occupying the hemicycle of the amphitheatre, containing 75 colossal figures of distinguished artists.

In the *Palais du Trocadéro* (built for the Exhibition of 1878) is an interesting collection of architectural and monumental casts, etc. The building also affords fine views of Paris.

PUBLIC SQUARES, MONUMENTS, FOUNTAINS, ETC. — The *Place de la Bastille* is the site of the ancient fortress and prison of the Bastille, destroyed in 1789; and in the centre is the *Colonne de Juillet*, or "Column of July," 153 feet high, and surmounted by a figure of Liberty.

The *Place du Carrousel*, east of the Tuileries, contains the *Arc de Triomphe*, modelled after the arch of Severus at Rome, and adorned with statues of the soldiers of the first Empire. On the top is Bosio's bronze group of a chariot with four horses driven by a female figure personifying the Restoration.

The *Place de la Concorde*, the central point of all that is grandest and most beautiful in Paris, contains the monolithic obelisk of Luxor, with an elegant fountain on either side, and the eight colossal statues representing French cities grouped around.

In the *Place de l'Etoile*, at the upper end of the Champs Elysées, is the grand *Arc de Triomphe de l'Etoile*, the most magnificent triumphal arch in the world. It was begun in 1806 by Napoleon I. and finished under Louis Philippe, and cost more than two millions of dollars. Its height and breadth are each about 150 feet, and the central arch is 90 feet high. The sculptures upon it deserve special study.

The *Place Vendôme* contains the famous column, 140 feet high, erected by Napoleon I. to commemorate his Russian and Austrian victories in 1805, pulled down by the Communists in 1871, and since restored.

The Place du Château d'Eau, the Place du Châtelet, the Place Dauphine, the Place Louvois, the Place du Pont St. Michel, the Place St. George, the Place St.

Sulpice, and others are noted for their ornamental fountains. Other fountains are those de l'Arbre-Sec, de Cuvier, des Innocents, de Molière (who died in the house opposite, 34 Rue Richelieu), de la Rue de Grenelle, etc.

PARKS, GARDENS, ETC. — The *Bois de Boulogne* is the largest of the parks, having an area of 2250 acres (nearly four square miles), 70 acres being artificial water. One may see the best portions of it in half a day on foot, or more expeditiously in a cab, which should be engaged by the hour. If possible the visit should include the time from 3 to 5 P. M., when the place is crowded with gay equipages.

The *Champs Elysées* extend from the Place de la Concorde to the Arc de l'Etoile, a distance of a mile and a half. The broad central avenue affords one of the finest views in Paris, and is a favorite promenade, especially in the latter part of the day. In the grounds are many restaurants, cafés chantants, etc.

The *Jardin des Plantes* is at once a pleasure-ground and a museum of natural history, — the latter on the grandest scale and remarkably complete.

The *Parc de Monceaux* and the *Buttes Chaumont* are small but charming parks, at opposite ends of the city. The *Champ de Mars* is the site of the Great Exhibitions of 1867, 1878, and 1889. Here also is the *Eiffel Tower*, nearly 1000 feet high.

The *Boulevards*, especially those extending from the Madeleine to the Place de la Bastille, may appropriately be reckoned among the pleasure-grounds of Paris. One should walk or ride through the whole length of these more than once, and take an evening walk along the Boulevards de la Madeleine, des Capucines, des Italiens, and Montmartre, if no farther. He should also visit the Palais Royal by gas-light, and some of the many *Passages* (the Passages Delorme, Colbert, Jouffroy, des Panoramas, Vivienne, etc.), which are covered streets lined with shops, very brilliant and lively places of an evening.

CEMETERIES. — Of these *Père Lachaise* is the most celebrated, and contains the tombs and monuments of many eminent persons. The monument of Abélard and Héloise (restored) is easily found by following the first main path to the *right* on entering at the principal gateway.

The other great cemeteries are those of *Montmartre* and of *Montparnasse*, each from 25 to 30 acres in extent. In the *cemetery of Picpus*, in the street of the same name, Lafayette is buried. The *Israelite cemetery*, adjoining Père Lachaise, contains the tombs of the actress Rachel, of the Rothschild family, etc.

MISCELLANEOUS MEMORANDA. — In the French Revolution the *guillotine* stood in the Place de la Concorde (then known as the Place de la Révolution), where Louis XVI., Marie Antoinette, Charlotte Corday, and nearly three thousand others were executed between Jan. 21, 1793, and May 3, 1795.

Marat was stabbed by Charlotte Corday in the house on the site of No. 20 Rue de l'Ecole de Médecine.

In the Boulevard du Temple, from a house on the site of the present No. 42, Fieschi in 1835 discharged his infernal machine, missing Louis Philippe and his family, but killing Marshal Mortier and others.

Houses in which Napoleon I. lived (before he became famous) are still standing at No. 5 Quai Conti, and at No. 19 Rue de la Michodière.

At No. 21 Place Royale, Richelieu lived; and at No. 9 Marion Delorme, and more recently Victor Hugo.

Benjamin Franklin, whilst envoy to France, lived in the suburb of Passy, at No. 40 Rue Basse, formerly the Hôtel Valentinois.

At Nos. 9 and 11 Quai Napoleon (see inscription), stood the house of the Canon Fulbert, where Abélard and Héloise lived and loved in 1118.

In the Hotel Lambert, on the Ile St. Louis (a fine old mansion in the Louis XIV. style), Voltaire resided, and on the Quai Voltaire (then called the Quai des

Théatins), in the house at the corner of the Rue de Beaune, he spent the last days of his life.

Racine died at No. 19 Rue Visconti, his residence for 40 years.

Corneille died at No. 18 Rue d'Argentueil; marked by a bust of the poet in the court.

Madame de Sévigné wrote most of her famous "Letters" at No. 23 Rue de Sévigné (Hôtel Carnavalet, now occupied by the Municipal Museum, an interesting collection of Parisian antiquities).

For other things in Paris, more or less interesting to certain classes of tourists, the local guide-books will serve as a directory — libraries (the great *National Library*, the largest in the world, in the Rue Richelieu, is specially to be noted), colleges, schools, hospitals, theatres, public balls, cafés chantants, and other places of amusement, etc.; also for the Artesian wells at Grenelle and Passy, the manufactories of the Gobelin tapestry, of tobacco (a government monopoly), etc., the great railway stations, the sewers and catacombs, the public baths, the abattoirs, the fortifications, etc., etc.

Times and Terms of Admission to Museums, etc. — The Galleries of the *Louvre* and of the *Luxembourg* are open daily (except Mon.) from 10 to 4; in summer, 9–5 (Sun., 10–4).

The *Hôtel Cluny*, daily (except Mon. and Sat.), 11–4 or 5.

The *Municipal Museum* (Hôtel Carnavalet), daily, except Mon., 10–4.

The *Tomb of Napoleon*, Sun., Mon., Tues., Thurs., and Fri., 12–3.

The *Conservatoire des Arts et Métiers*, Sun., Tues., and Thurs., free (10–4); other days, 1 *fr.*

The *Sainte Chapelle*, daily (except Mon.), 11–4; free. Closed on chief holidays.

The *National Library*. Reading-room, daily, 10–4; cabinet of coins, medals, etc., Tues., 10.30–3.30.

The *Mint*. Cabinet of medals, Tues. and Fri., 12–3;

workshops, same hours, by permission previously obtained from the director.

The *Jardin des Plantes*. Botanical garden, open all day; zoölogical garden, 11–4 (in summer, 11–6); natural history museum, Sun. and Thurs., 11–4, free, and Tues., Fri., and Sat., by permission; hot-houses, Tues., Fri., and Sat. (by permission), 1–4; library, daily (except Sun.), 10–3.

The *Jardin d'Acclimatation* (in the Bois de Boulogne), daily till dusk; 1 *fr.* (Sund. and holidays, 50 *c.*).

For some minor places of interest, and for possible changes in the above, see local guide-books or the tourist journals. These also give places and hours of English Sunday services.

Excursions in the Vicinity of Paris

VINCENNES, with its old *Château* and *Park*, may be reached by tramways from the Louvre and from the Place de la Bastille, or by rail from the station in the latter locality; or through the Park by cab or on foot. The *Model Farm* will be interesting to agriculturists. From the top of the *Donjon* (built in the 14th century, the most remarkable as well as the oldest portion of the present château), 170 feet high, the park and the surrounding country form a splendid panorama.

ST. CLOUD and SÈVRES are reached by either of the railways to Versailles or by street railway. At *St. Cloud* the palace destroyed during the siege of 1870–1871 has not been rebuilt; but the park, always the great attraction of the place, is still beautiful, and the view from the higher ground is magnificent.

Sèvres, a short walk from St. Cloud, is the seat of the celebrated Porcelain Manufactory. The Exhibition Room is open to visitors daily, from 12 to 4; the Ceramic Museum on Thurs. only, by permission.

VERSAILLES, about 11 miles from Paris, is reached by frequent electric trains from the Gare des Invalides (1.30 *fr.*, 90 *centimes*); also by omnibus or tramway. A whole day will barely suffice for a hasty inspec-

PLAN OF PARIS

"FOR SATCHEL GUIDE"

SEINE
PASSY
GRENELLE
VAUGIRARD
BERCY
Ile de la Cité
Ile St Louis
JARDIN DES TUILERIES
JARDIN DU LUXEMBOURG
JARDIN DES PLANTES
Champ de Mars
Champ de Mars
Plaisance
St Lambert
Bassin de la Villette
Bassin de l'Arsenal
Bassin de la Gare d'Orsay
Bassin de la Gare St Bernard
Bassin de la Gare de Bercy
Bassin de la Gare de Vincennes
Bassin de la Gare de Lyon
Bassin de la Gare de Bercy
Bassin de la Gare de Bercy
Bassin de la Gare de Bercy

tion of the Palace and the Park. The place is most thronged on Sunday, especially if the great fountains are to play. The art galleries (daily, 12–4, except Mon.) are of vast extent, filled almost exclusively with modern sculptures and paintings, the latter forming a grand pictorial history of France. Catalogues may be bought in the buildings, but Campbell's *Versailles and All About It* is the best hand-book for the visitor. The *State Apartments* are magnificent (especially the Galerie des Glaces) and of great historic interest.

The *Great Trianon* and the *Little Trianon* are in the Park, at some distance from the Palace, in comparison with which they seem quite insignificant structures. The Great Trianon, however, is exquisitely furnished and adorned, and both are interesting for their historical associations. In the coach-house near the Great Trianon there is a curious display of old state-coaches, used by Charles X., Napoleon I., and other sovereigns. The great fountains (or *Grandes Eaux*) play from 4 to 5 P. M. on the third Sunday in each month from May to September.

St. Germain-en-Laye, 13 miles from Paris, by rail from St. Lazare (1.50 *fr.*, 1.05 *fr.*), is interesting for its ancient *Château*, the favorite residence of several French kings, now used as a Gallo-Roman museum (Sun., Tues., Thurs., 11–5); the *Terrace*, extending for a mile and a half along the rising ground overlooking the valley of the Seine; and the *Forest*, still of vast extent (10,000 acres) and abounding in charming walks and drives.

Malmaison, the residence of Josephine after her divorce, is in the wood, about two miles by tramway from the station at *Rueil* (9 miles from Paris) on the way to St. Germain. The tombs of Josephine and Queen Hortense are in the parish church at Rueil.

St. Denis, 4 miles from Paris on the Northern Railway, may be reached by frequent trains (85 *c.*, 65 *c.*, 40 *c.*), or tramway from the *Grand Opera* or the *Madeleine*. The one attraction is the *Abbey Church*, the

chosen burial-place of the French monarchs. A chapel was built here as early as A. D. 250 in honor of St. Dionysius the Areopagite (St. Denis), who was martyred on Montmartre (*Mons Martyrum*). Dagobert I. began a new church about the year 630, in connection with a Benedictine Abbey he had founded, and this was replaced by one begun by Pepin (754) and finished by Charlemagne (775). This in turn was demolished, and a larger edifice erected and consecrated in 1144; and the existing portal and portions of the towers are remnants of that church. After being partially destroyed by lightning, it was restored by St. Louis (1234–1284). It was desecrated and pillaged during the Revolution (1793), but was repaired and restored by Napoleon I. and more thoroughly by Louis Philippe and Napoleon III. The interior has been richly decorated, in perfect keeping with the original style, and the royal monuments in the chapels are most elaborate and elegant.

Paris to Amiens and Rouen

Rouen is, next to Paris, the most interesting city in France, and should on no account be missed. If one returns to England via Dieppe and Newhaven, he can give it a day *en route*. In that case, should he desire to see *Amiens*, it will be best to go to the latter city directly from Paris (81 miles; 14.75 *fr.*, 9.90 *fr.*, 6.45 *fr.*), thence across to *Rouen* (72 miles; 13.20 *fr.*, 8.85 *fr.*, 5.75 *fr.*), and thence to Dieppe. If, on the other hand, he goes back to England via *Calais*, *Rouen* should be first visited (87 miles from Paris; 15.35 *fr.*, 10.40 *fr.*, 6.70 *fr.*), and then Amiens, which is on the direct route from Paris to Calais.

If one returns to the United States by the French line of steamers from Havre, he can visit Rouen on the direct route from Paris to Havre (fares from Paris to Havre, 25.55 *fr.*, 17.25 *fr.*, 11.25 *fr.*), or he can make the *détour* by Amiens, as in going to Dieppe.

AMIENS is chiefly noted for its *Cathedral*, one of the

largest and noblest in Europe. It was begun in 1220, but the nave and transepts were not completed until the 14th century, when the chapels of the nave were added. The central spire (360 feet high) dates from 1529. The height of the nave within is 141 feet, and the effect of the interior with its three superb rose windows, filled, like the other windows, with rich stained glass, is almost unrivalled. In the *Hôtel de Ville* (1600) the "Peace of Amiens" was signed in 1802.

ROUEN, the ancient capital of Normandy, is richer in mediæval architecture than any other French city.

The *Cathedral* was mainly built in the 13th century, but the central portal of the west front, with its profusion of decoration, belongs to the early part of the 16th. The northern tower is of the 13th; the southern, or *la tour de Beurre* (so called because built with the proceeds of indulgences to eat butter in Lent), was added between 1485 and 1507. The central spire (465 feet high) is a vile piece of 19th century ironwork. It was raised in place of one destroyed by lightning in 1822, and it is a pity that the material used insures it against a similar fate. The interior of the church is 440 feet long and 90 high, with three beautiful rose windows in the nave and transepts, and more than a hundred others, nearly all retaining the old glass. In the chapels are the tombs of Rollo of Normandy (the Scandinavian Rolf) and his son William Long-Sword, an ancient effigy of Richard Cœur-de-Lion (his "lion heart" is buried beneath this), the monument of Cardinal d'Amboise and that of Louis de Brézé, erected by his "*fidissima conjux*," Diane de Poitiers, etc.

The *Church of St. Ouen* is a second cathedral, grander and more beautiful than the first. The central tower (268 feet high), completed in the 15th century, is remarkable for its grace and elegance. The church was founded in 1318, and the choir and transepts completed by 1339; but the nave was not finished until the 15th century. The western towers have been recently added. The interior (453 feet in length, 106 in height)

is striking for its light and airy effect, due partly to its height and partly to the many windows, which "seem to have absorbed all the solid wall." These (135 in all) are filled with stained glass.

St. Maclou is a remarkable example of the florid style of the 15th century. The carved wooden doors are ascribed to Jean Goujon. Other interesting churches are *St. Godard* (16th century), *St. Vincent* (same date), *St. Laurent* (15th and 16th centuries), now used as a storehouse, etc.

The *Hôtel de Ville* contains the municipal library of more than 120,000 volumes and MSS. In front of the building is an equestrian statue of Napoleon I., cast from cannon taken at Austerlitz. In the rear is a pretty public garden, which is one of the good points of view for St. Ouen. The *Museum of Painting* is a good collection, and the *Museum of Antiquities* is especially rich in mediæval works of art and *vertu*. Here may be seen the "mark" of William the Conqueror (he could not write), and the autographs of Henry I., Richard Cœur-de-Lion, and others. The *Palais de Justice* is a fine example of late florid Gothic. The great hall on the left of the courtyard was built in 1493 as an exchange for merchants; and the elegant *salle des Assises*, with a carved oaken roof, was used for the sessions of the parliament of Normandy. *La Rue de la Grosse Horloge*, one of the most picturesque streets in the city, takes its name from the old clock gate-house spanning it, and surmounted by a belfry (1380). In the *Place de la Pucelle* is a poor statue of Joan of Arc, who was burned in the *Place du Vieux-Marché* near by. The *Hôtel de Bourgthéroulde*, in the same square, was built in the latter part of the 15th century; the bas-reliefs in the court and the decorations of the tower are worth inspecting. There are many curious old houses in other parts of the city.

From *Mont Ste. Catherine* (half an hour's walk), there is a fine panoramic view of the city and the suburbs; and a more extensive one from the hill (2 miles) on

which the splendid modern church of *Notre Dame de Bon Secours* stands.

HAVRE is a large commercial town, with little to attract the tourist.

DIEPPE is a popular bathing-place, with an old *Castle* (1433) commanding an extensive prospect. The *Church of St. Jacques* (14th and 15th centuries) is the only other building worthy of notice.

Other Excursions in Northern France

CHARTRES, remarkable for its *Cathedral*, is 54 miles from Paris; 9.85 *fr.*, 6.65 *fr.*, 4.35 *fr.* The lover of Gothic will not willingly leave France without seeing this magnificent church. It is a grand treasure-house of old stained glass, nearly all of the windows (more than 130 in number) dating from the 13th century, and some from the 12th. The two spires (one 371 feet high, the other 340) are unrivalled for lightness and grace.

BEAUVAIS is 54 miles north of Paris (9.85 *fr.*, 6.65 *fr.*, 4.35 *fr.*), or about 23 miles from *Creil* on the route to Amiens. The *Cathedral* was begun in 1225, and was intended to rival that of Amiens, but it was never finished. The roof of the choir is 153 feet high, the loftiest in the world. Like Chartres, it is rich in painted glass executed in the best period of the art. In the Grande Place is a statue of Jeanne Hachette, "the heroine of Beauvais," who defended the town against Charles the Bold in 1472.

CAEN is 148 miles from Paris by railway (27.75 *fr.*, 18.05 *fr.*, 11.80 *fr.*), and, like Rouen, is noted for its numerous specimens of mediæval architecture. Pre-eminent among these are the *Church of St. Stephen*, or *l'Abbaye aux Hommes*, erected by William the Conqueror as his burial-place; *l'Abbaye aux Dames*, founded by Matilda, the Conqueror's queen; and *St. Pierre*, the spire of which (242 feet high) is one of the most beautiful in Normandy. There are also many old houses with quaint ornamented fronts of the 15th and 16th centuries.

CHERBOURG, well known as one of the chief naval stations of France, is 82 miles beyond Caen (14.90 *fr.*, 10.10 *fr.*, 6.60 *fr.*). The Naval Harbor, entirely hewn out of the solid rock, consists of three great basins, and can accommodate at least forty ships of the line. The fortifications also are on the grandest scale.

If the tourist returns home by the French line, he can visit *Caen* and *Cherbourg* from *Rouen* (*en route* for the steamer at Havre), stopping on the way back at *Lisieux*, whence there is a railway to *Honfleur*, 6 miles from Havre across the broad mouth of the Seine. Steamers ply between the two places.

If one returns by way of England, he can select from the routes between London and Paris described above. If he chooses he can proceed from Dover, Newhaven, or wherever he may land in England, to Liverpool without passing through London, visiting *en route* any of the places in the south and southwest of England that he prefers to reach in that way rather than by an excursion through that section *before* his Continental tour. The route given on p. 95 may be reversed as far as *Bristol;* thence to *Liverpool*, via Gloucester, Worcester, and Birmingham.

The South of France and Savoy

We add this excursion for the sake of those who can spend more time in France, and also as one of the routes to Italy. It may be taken on the *return* from Italy, if the tourist has entered that country from Austria or Switzerland.

The ordinary route from *Paris* to *Marseilles* is via *Dijon* to *Macon* (see route *from Geneva*, p. 167), and thence via *Lyons*. The whole distance is 532 miles, or 11½ hours by express; 96.55 *fr.*, 65.15 *fr.*, 42.50 *fr.* A more attractive route, if one can take several days for it, is via *Orléans*, *Bourges*, *Vichy*, and *Nismes*.

ORLÉANS, 76 miles from Paris (14.10 *fr.*, 9.45 *fr.*, 6.15 *fr.*), the Roman *Aurelianum*, is the capital of the Department of the Loiret. The chief attractions are

the *Cathedral*, restored in the 17th century, after being partially destroyed by the Huguenots in 1468, a large and imposing structure, with towers 280 feet high; the *Hôtel de Ville*, in the Renaissance style of the 16th century; the *old Hôtel de Ville* (15th century), now containing the *Museum*, a collection of paintings, sculptures, and curiosities; and many quaint *old houses*, among which is the one in which *Agnes Sorel* resided (15 Rue du Tabourg). In the so-called house of *Diane de Poitiers*, which is architecturally very interesting, there is a museum of local antiquities. In the Place du Martroy there is an equestrian statue of Joan of Arc, by Foyatier, erected by the city in 1855.

BOURGES is 70 miles from Orléans (12.30 *fr.*, 8.40 *fr.*, 5.55 *fr.*), on the site of *Avaricum*, destroyed by Cæsar in his Gallic wars. It was the birthplace of Louis XI. and of Bourdaloue. The *Cathedral* is one of the largest and most magnificent in France. The *Hôtel de Ville*, originally the mansion of Jacques Cœur, minister of finance to Charles VII. (15th century), is remarkable for the rich beauty of its architecture, and the *Maison Cujas* (14th century), now used as the Museum, rivals it in interest.

VICHY, the most frequented watering-place in France, is 95 miles from Bourges, via *Saincaize* and *St. Germain-des-Fosses;* 17.50 *fr.*, 13.15 *fr.*, 9.65 *fr.* The town is near the Allier River, in a delightful valley, and is thronged with visitors from May to October. The hot springs are of varied character, each being suited to special classes of complaints.. Immense quantities of the waters are exported to all parts of the world.

LYONS, the Roman *Lugdunum*, is the second city in France in population, and the first in manufactures. From the tower of the *church of Notre Dame de Fourvières*, the place and its environs are seen to good advantage. In clear weather Mont Blanc, 90 miles off, is occasionally visible. Many of the public buildings are elegant, but call for no special comment. The

Palais des Beaux Arts, or *Museum* (daily, 11–4), contains many interesting Roman antiquities, with a picture-gallery, etc.

From Lyons the tourist who is in haste to reach Italy may go directly to *Marseilles* (218 miles; 39.20 *fr.*, 26.45 *fr.*, 17.25 *fr.*), but if he is *not* bound for Italy, or is not hurried, we advise him to stop *en route* at *Avignon*, and to turn aside to visit the *Pont du Gard* and *Nismes*.

Avignon, the *Avenio* of the Romans, is 143 miles from Lyons; 25.75 *fr.*, 17.40 *fr.*, 11.30 *fr.* In 1309 Pope Clement V. removed the papal seat from Rome to Avignon, which was the residence of his successors till 1377; and during the great schism, from 1378 to 1418, one of the rival popes always had his throne here. The old *Papal Palace*, a sombre Gothic pile, erected by Clement V. (now used as a barrack), is on the hill near the *Cathedral* (14th century), which contains the elegant monument of Pope John XXII. The view from this hill is one of the most beautiful in all France. In the *Musée Calvet* (daily; fee) there is a fine collection of Roman antiquities, with mediæval curiosities, paintings, etc. In the garden behind the Museum a monument was erected in 1823 to Petrarch's Laura. It was in Avignon that the poet first saw her, and he long made his home in the city. The old walls of the city, built in the 14th century, with their towers and gates, are in almost perfect preservation.

Vaucluse, where the house of Petrarch is shown, and the "fountain" celebrated in his poetry, may be visited from Avignon by taking the train (15 miles) to *L'Isle-sur-Sorgues*, and diligence from there. It is about 4 miles to the village of Vaucluse, and a mile farther to the ravine in which the Sorgue has its source, the "chiare, fresche, e dolce acque" of the poet.

Nismes, or Nîmes, the ancient *Nemausus*, may be reached by rail from Avignon, via *Tarascon* (31 miles; 5.85 *fr.*, 4.45 *fr.*, 3.25 *fr.*). It is richer in Roman remains than any city in Europe except Rome itself.

The *Amphitheatre* is one of the largest of its class, and remarkable for its preservation, the exterior being almost complete. Its circumference is nearly 1200 feet, and it could accommodate 20,000 spectators. It was probably erected about A. D. 140. The *Maison Carrée* is a Roman temple, 83 feet by 42, with a portico of 10 beautiful Corinthian columns in front. It now contains a museum of antiquities, etc. The *Nymphæum* is a ruined temple, probably dedicated to the Nymphs. Near it are the remains of a Roman reservoir. The *Tourmagne* (*turris magna*) is a Roman tower, which may have formed part of the ancient fortifications; there is a good view from the top. Two of the old Roman *gates* still remain, one of which bears an inscription in honor of Augustus (B. C. 23). The *Jardin de la Fontaine* is a beautiful promenade. *Jean Nicot*, who introduced tobacco into France, and from whom it gets its botanical name, was a physician of Nismes; and Guizot was born here.

From Nismes an excursion may be made by rail (12 miles; 3.20 *fr.*, 2.40 *fr.*, 1.80 *fr.*) or by carriage (2 hours; 18 *fr.*) to the *Pont du Gard*, one of the grandest Roman works in existence. It is a bridge and aqueduct over the Gard, consisting of a triple system of arches, the lowest being 6, the next 11, and the uppermost 35 in number.

ARLES, the Roman *Arelate* or *Arelas*, is 20½ miles from Nismes, via *Tarascon* (3.40 *fr.*, 2.60 *fr.*, 3.60 *fr.*). The *Amphitheatre* is larger than the one at Nismes, but not so well preserved; it is nearly 1500 feet in circuit, and had seats for 26,000 spectators. There are also the ruins of a large theatre, and fragments of other Roman buildings. The beautiful statue in the Louvre at Paris, known as the *Venus of Arles*, a rival of the Venus de' Medici, was found in the theatre, in 1651. The *Champs Elysées*, originally a Roman cemetery, became a very famous burial-place in the Middle Ages, bodies being brought to it from great distances; Dante mentions it in the "Inferno" (ix. 112). Near the

Hôtel de Ville is an *Obelisk* of Egyptian granite, taken from the Rhone in 1676. It appears to have been brought here by the Romans. The *Cathedral* (*St. Trophime*), founded in the 6th or 7th century, and the adjacent *cloisters*, are of considerable interest; and in the *Museum* there are many antiquities found in and about the city.

Arles is on the direct line from Lyons to *Marseilles*, and 53 miles from the latter; 9.54 *fr.*, 6.36 *fr.*, 4.64 *fr.*

MARSEILLES, the ancient *Massilia*, was founded by the Greeks, B. C. 600, and retained much of its Grecian character under the Romans. It is now a place of great commercial importance, wealthy and flourishing, but contains little to attract the tourist. The newer streets will remind him of Paris. From the hill on which the church of *Notre Dame de la Garde* stands he can have an admirable view of the city and the harbor. At the *Anse des Catalans*, on the east side of the city, there are excellent sea-baths.

From Marseilles to *Nice*, by rail, is 139 miles; 25.20 *fr.*, 17 *fr.*, 11.10 *fr.* The passage may also be made by steamer. The only noteworthy places *en route* are TOULON, famous as a naval station, and CANNES, beautifully situated on the bay of the same name, and much frequented by invalids in winter on account of the mildness and salubrity of the climate.

NICE, or in Italian NIZZA, is the winter residence of throngs of invalids from all parts of Europe. In summer it is quite deserted. The older part of the town is dirty and dismal; but the new portion is well built and handsome. In the suburbs there are many elegant villas, gardens, and parks.

From Nice to *Genoa* by rail is 116 miles; 23.75 *fr.*, 12.50 *fr.*, 10.85 *fr.* For those who are travelling at leisure the route by carriage over the famous "Cornice Road" (*Strada della Cornice*) is a charming one, especially after passing the frontier. MENTONE, the French frontier town, 24 miles from Nice, is a favorite winter residence with invalids and others who wish

to escape the rigors of a more northern climate. Hotels and *pensions* for their accommodation are multiplying every year. Monaco, the celebrated gambling paradise, is nine miles distant, between Mentone and Nice. San Remo is another winter resort, rapidly growing in popular favor, on the Italian side of the frontier, about 13 miles from Mentone.

Aix-les-Bains, in Savoy, is a much frequented watering-place. The sulphur springs here were known to the Romans (*Aquæ Allobrogum*, or *Aquæ Gratianæ*), and a few remains of the Roman period are still to be seen in the neighborhood.

Chambéry, 7 miles from Aix-les-Bains, is the capital of Savoy, with a population of about 20,000. The *Cathedral*, built in 1430, and the *monument of Général de Boigne*, who bequeathed a large fortune to the town, are to be noticed. *Les Charmettes*, once the residence of Rousseau, is a mile and a half distant. The celebrated monastery of *La Grande Chartreuse* is 15 miles distant.

Aix-les-Bains and *Chambéry* are on the Mont Cenis route from France to Italy. The line from Paris to *Culoz* (334 miles) is the same as that to *Geneva* (see p. 167). From Culoz to *Modane*, on the French frontier, is about 60 miles; 15.40 *fr.*, 10.50 *fr.* The famous tunnel begins 3 miles beyond Modane, and extends more than 8 miles through the mountain, ending near the village of *Bardonnêche*. Trains run from Modane to *Turin* in about 4 hours; 13.90 *fr.*, 9.85 *fr.*, 6.55 *fr.*

AUSTRIA

The unit of the new Austrian currency is the *crown* (*krone*), which is divided into 100 *heller*. The value of the crown is about 10*d.* sterling, or 20 cents in our money. The exchange value of the sovereign is 24 crowns. There are gold coins of 20 and 10 crowns;

silver, of 1 crown and 50 heller; nickel, of 20 and 10 heller; and bronze, of 2 and 1 heller. Reckonings are, however, often made in the old currency, in which the *florin*, or *gulden* (divided into 100 *kreutzers*), is double the value of the crown. Bank-notes should not be taken out of the country.

A visit to Vienna may be combined, if time permits, with either of the German tours given above. From *Prague, via Gmünd*, express trains run to Vienna in about 7 hours (217 miles; 41.70 *k.*, 25.50 *k.*).

From *Munich*, by rail to Vienna, via Salzburg and Linz, is 290 miles (10 to 17 hours; 39.55 *m.*, 27.50 *m.*, 18.15 *m.*). By the most direct route it is only 266 miles (fares proportionally lower).

From *London* to Vienna, the journey can be made by express in about 32 hours, via Dover, Calais, Brussels, Cologne, Mayence, Darmstadt, Würzburg, Nuremberg, Ratisbon, Passau, and Linz; fare 214.40 *fr.* From London to Vienna via Ostend it can be made in 29½ hours (214.40 *fr.*). From Ostend express to Brussels in 21¼ hours.

From *Paris* to Vienna, the direct journey may be made in 23 hours by Orient express, via Strasbourg and Munich (by ordinary trains, 33 hours; 90 *fr.*).

From *Venice* to Vienna, by the direct route, it is 462 miles (17½ to 24½ hours; express, 79.45 *fr.*, 53.75 *fr.*; ordinary, 72.40 *fr.*, 53.20 *fr.*, 36.25 *fr.*). The route via *Trieste* is 503 miles (21 to 25 hours), with fares in proportion.

If possible, the tourist should take *Munich* on his way to Vienna, going thence to Salzburg and Linz by rail, and from Linz by steamer down the Danube. He may take this route on his *return*, but the passage by steamer *up* the Danube is slow and tedious — 18 hours, while the descent is made in 8 or 9 hours.

Munich to Vienna, via Salzburg and Linz

From *Munich* to Salzburg it is 95 miles, or 2½ to 5½ hours by rail (14.10 *m.*, 9.90 *m.*, 6 *m.*). The road

runs along the southern side of the *Chiemsee*, a lovely lake about 11 miles long, the islands and shores of which may well tempt the tourist to linger, especially if he be a pedestrian. On the *Frauenworth* island there is a fishing village, a large convent, and a pleasant inn, much frequented by artists. On the *Herrenworth* is the imposing palace begun by King Ludwig II. after the model of Versailles, but never finished.

SALZBURG is in a charming situation on the Salza, or Salzach. Wilkie says of it: "It is Edinboro' Castle and the Old Town, brought within the cliffs of the Trosachs, and watered by a river like the Tay." Mozart was born here in 1756 in the house No. 9 Getreidegasse, which now contains the interesting *Mozart Museum* (MSS., portraits, piano, etc.). His statue in bronze by Schwanthaler stands in the Mozart-platz. His airs may often be heard from the chimes of the *Neubau* (a government building), which play daily at 7, 11, and 6 o'clock. The *Cathedral* (17th century) is an imitation of St. Peter's at Rome. *St. Peter's Cemetery* contains many old and curious monuments. Haydn the composer is buried here, and in the adjacent St. Peter's Church (1127) there are monuments to him and to Neukomm. At the north entrance to the cemetery is the *Stifskeller* (the cellar of the old Benedictine Abbey of St. Peter), which was the favorite evening resort of Haydn and his friends; and good wine is still to be got there. The wooded heights of the *Mönchsberg* afford delightful walks and charming views; and the same may be said of the *Capuzinerberg*, on the opposite side of the river and 659 feet above it. Near the bridge, on the right side of the river, is the house in which Paracelsus died (1541), now marked by his image. His monument is in the vestibule of St. Sebastian's Church. In the Residenzplatz is the *Hofbrunnen*, a magnificent marble fountain (1664). The *Museum Carolino-Augusteum* is a valuable collection of antiquities, etc.

A good excursion is to the *Chateau of Aigen* (3 miles),

at the foot of the *Gaisberg* (4220 feet). There are fine views from Aigen, especially from the *Kanzel;* and also from the *Chateau of St. Jacob*, an hour's walk above Aigen. The Gaisberg is ascended by a railway in 40 minutes, and the prospect from the summit amply repays one for the visit. *Hellbrunn* (3 miles; steam tramway) is an imperial chateau, famous for its gardens and fountains.

A day may be well spent in an excursion to *Berchtesgaden* and the *Königssee* (14 miles), reached by steam tramway or by carriage. Here there is a *salt mine*, to which visitors are admitted at stated hours for a fee. Miners' costumes are furnished for both sexes.

The *Königssee*, or *Lake of St. Bartholomew*, about six miles long, and one and a half broad, has been called the most beautiful in Germany. It is shut in by precipitous mountains, some of which are 8000 feet high. Boats may be hired for a row over the lake. A part of the rowers are usually "stalwart peasant girls, the sinews of whose arms might well be coveted by many a hero of the Isis or the Cam." At *St. Bartholomew* there is a royal hunting chateau and a chapel, to which throngs of pilgrims resort on St. Bartholomew's day (Aug. 24). Near the Königssee is the wild and bleak *Obersee*, a lake a mile long, shut in by lofty precipices of limestone.

From Salzburg to Linz is 77 miles by rail. *Attnang*, 34½ miles from Salzburg, is the point of divergence for an excursion to the *Salzkammergut*, which the tourist who has time for it should not miss.

The *Salzkammergut* (an imperial domain, literally "salt-exchequer-property," the sale of salt being a monopoly of the Austrian government), "the Austrian Switzerland," is a mountainous district between Styria and Salzburg, about 250 square miles in area, with picturesque valleys and beautiful lakes. It is intersected by the Traun, which connects the lakes of Hallstadt and Gmunden, with a fine fall (the *Traunfall*) near Lambach. In the heart of the region are the popular

baths of *Ischl*. "No other district in Germany offers such a variety of charming scenery within so small a compass."

For a short excursion, go by rail from Attnang to *Gmunden* (17½ miles), or by rail from *Lambach* to *Traunfall* station, to visit the fall (unless it is a dry season), and thence on foot (8 miles) to *Gmunden*. There take the steamer (much to be preferred to the railway) over the *Traunsee*, "the most beautiful lake in Austria," to *Ebensee*, and thence the train to *Ischl* (19 miles), one of the most fashionable of Austrian watering-places. The Emperor and many of the Austrian nobility have villas in the neighborhood. There are delightful walks and excursions in every direction.

From Ischl there is a direct railway (37¼ miles) to Salzburg, via *Strobl;* whence there is a steamer over the *Wolfgangsee* to *St. Gilgen* on the same line. The tourist may take this route on *entering* the Salzkammergut, and proceed to Attnang by the lake and Gmunden, reversing the route just described. In that case, take rail from Salzburg to St. Gilgen, walk over the *Schafberg* (5840 feet), from the summit of which you have the finest view in all Germany, descending to *St. Wolfgang*, 9 miles from Ischl. No guide is necessary for the Schafberg, and the ascent may be made in 3 or 3½ hours. The walk from St. Wolfgang to Ischl may be shortened one third by taking the steamer over the Wolfgangsee to Strobl.

Linz is uninteresting except for the beauty of its situation and the views in the vicinity, one of the best of which is from the hill known as the *Jägermayr*, commanding the town, the windings of the Danube, and the long stretch of the snow-clad Styrian Alps. The prospect from the *Pöstlingberg*, an hour's walk to the northwest, is even more extensive, and specially fine towards evening.

From Linz to Vienna by rail, 118 miles, or 3½–6 hours (express fares, 22.60 *k.*, 13.80 *k.*); by river, 126 miles, or 8–9 hours (steamer, 9.40 *k.*, 5.20 *k.*). The lat-

ter is preferable, as the river cannot be seen from the railway except at one point, near Melk. The scenery on the Danube below *Grein* is hardly surpassed in the whole course of the river; and below *Melk* it is no less picturesque. At MELK there is a famous *Benedictine Abbey* on the height above the town, with an interesting library and picture-gallery, and the celebrated *Melker Kreuz* (crucifix), an exquisite piece of 14th century goldsmith's work.

The tourist who approaches Vienna via *Passau* may well take the steamer there. The passage to Linz is made in about 4 hours (5.60 *k.*, 3.40 *k.*). The scenery of the Danube is grander than that of the Rhine, the mountains being higher and the banks wilder and more wooded.

Vienna and its Vicinity

VIENNA, or in German WIEN, the capital of the Austrian Empire, is situated at the junction of the insignificant Wien (from which it takes its name) with the Danube. It was originally a Celtic settlement, but afterwards became a Roman *municipium*, under the name of *Vindobona*, and for a long time was an important military station. The Emperor Marcus Aurelius died here, A. D. 180. It suffered severely from the Huns under Attila, and in more modern times has been twice (in 1529 and 1683) besieged by the Turks. It has been the seat of the House of Hapsburg since 1276, when Rudolf of Hapsburg wrested it from Ottocar of Bohemia.

Vienna consists of the *Stadt*, or old city, which is quite small, and the extensive modern city surrounding it. Between the two is a belt of broad avenues, or *boulevards*, known as the *Ringstrasse*, occupying the site of the fortifications demolished in 1857. The *Stadt* is the fashionable quarter, where are the imperial palace, the residences of many of the nobility, the leading churches, museums, galleries, etc., and the most elegant shops.

St. Stephen's Church is one of the noblest Gothic edifices in Europe. It was founded in 1147, but was burned in 1258. The present edifice was begun soon after, but the tower was not finished until 1433. It has recently undergone extensive restorations, both without and within. The tower (449 feet high) should be ascended for the view; the best time is in the afternoon. The interior is rich in sculpture and in monuments; and the carved stalls (16th century) in the choir and the stone pulpit (1512) are specially to be noted.

The *Capuchin Church* contains the burial-vault of the imperial family. The Duke of Reichstadt, son of Napoleon I., lies here among his maternal ancestors. In the *Minorite Church* there is a fine mosaic copy of Leonardo da Vinci's Last Supper; also the monument of the poet Metastasio. The *Augustine Church* contains Canova's monument of the Archduchess Maria Christina, one of his noblest works; and in the Loretto Chapel are the silver urns that hold the hearts of many members of the imperial family. The *Church of Maria-Stiegen* is a Gothic structure of the 14th century, restored in 1820, and second in beauty only to St. Stephen's. The elegant *Karlskirche*, or Church of St. Charles Borromeo, was erected in 1737 in fulfilment of a vow of Charles VI.; it is in the Italian style, with a dome.

Of the modern churches the most noteworthy are the beautiful Gothic *Lazaristenkirche;* the superb *Heilandskirche*, or *Votivkirche*, erected in commemoration of the Emperor's escape from assassination in 1853; the *Altlerchenfeld church*, in the Italian style; *St. John*, in the Leopoldstadt; and the Byzantine *Synagogue*, in the same quarter.

The *Hofburg*, or Imperial Palace, occupied as such from the 13th century, is a large irregular pile, built at various periods. Here are the *Imperial Library* (free, 9–4, but closed in August), with 400,000 volumes, including 6800 *incunabula* and 20,000 MSS.;

the *Treasury* (admission on certain days, by tickets obtained the day previous at office of custodian), containing an immense number of ornaments, jewels, ivories, sculptures, etc., artistically and historically remarkable; and much else to interest the visitor.

The *Imperial Museums* now contain the *Cabinet of Coins and Antiquities* (formerly in the Hofburg) rich in antique bronzes, vases, mosaics, etc.; the *Picture Gallery* (formerly in the *Belvedere*, an imperial chateau in the Wieden suburb), arranged in schools, "second only to the Dresden collection"; the *Antiquities*, comprising statuary, mosaics, inscriptions, etc., mostly Austrian; and the *Ambras Collection*, remarkable for its ancient armor, ivories, and other carvings, etc. The *Arsenal* contains a large collection of military trophies, relics, and curiosities.

Among the private collections the most important are the *Liechtenstein Gallery* (daily, except Sat., 9–4; Sund., 2–4), with 800 pictures by the great masters, and many others of less interest; *Count Harrach's Collection* (Mond., Wed., Sat., 10–4) of about 400 pictures; *Count Czernin's* (Mond., Thurs., 10–2) of about 350; and the *Albertina* (Mond., Thurs., 9–2), one of the most valuable collections of engravings in Europe, comprising more than 220,000 examples, with 117,000 drawings by Raphael, Dürer, Rubens, and others.

The *Ringstrasse* is perhaps not surpassed in its architectural magnificence by any other street in Europe. Among the most conspicuous of the public buildings upon it are the *Bourse* (which contains the *Oriental Museum*, an extensive collection of articles from the East); the *University* (with a library of more than 320,000 volumes); the new *Rathhaus* in the Gothic style, with a tower 328 feet high (with the *Municipal Collection of Arms and Armor*); the new *Court Theatre;* the extensive and splendid *Houses of Parliament;* the *Palace of Justice;* the twin *Imperial Museums* of natural history and of art; the *Imperial Opera House*, sumptuous without and within; the *Commercial Acad-*

emy; the *Palace of Archduke William;* the *Austrian Museum of Art and Industry;* and the *School for Art Industry.*

Other institutions and buildings of interest are the *Polytechnic Institute* (with a *Technological Museum*); the *Deaf and Dumb Asylum*, founded by Maria Theresa; the *Public Hospital*, the largest in Europe, accommodating 2000 patients; the *Lunatic Asylum* for 700 inmates, with extensive gardens; the *Josephinum*, a medical college founded in 1784, containing a large collection of anatomical models, etc.

Of the *public monuments* the most noteworthy are the equestrian statues of Joseph II., in the Josephsplatz, those of Archduke Charles and Prince Eugene (both in front of the Hofburg), and that of Francis I. in the Hofgarten; the monument of Francis II., in the inner court of the Hofburg; the grand Maria Theresa monument; the Beethoven and the Schiller monuments; the Deutschmeister monument, etc. Of the many beautiful *fountains* the finest is that by Schwanthaler representing Austria, with the four rivers, Danube, Elbe, Vistula, and Po.

In the *Volksgarten* (bordering on the *Ringstrasse*) is the *Temple of Theseus*, modelled after that at Athens, and containing Canova's marble group of Theseus and the Minotaur. The garden is a fashionable resort, especially at the afternoon concerts, given daily in summer. The *Stadtpark*, with its elegant *Cursalon*, is a favorite lounging place on summer evenings. The *Augarten* is a park of 125 acres laid out in the French style.

The great park of Vienna is the *Prater* (4270 acres), extending for nearly four miles between the Donau Canal (a narrow arm of the Danube) and the main stream of the river. It was the site of the Great Exhibition of 1873, some of the buildings of which are now used for annual exhibitions, concerts, etc.

A complete account of the objects of interest in Vienna would fill many pages. The tourist who can

make an extended stay in the city should consult a local guide-book.

SCHÖNBRUNN, two miles from Vienna, is the seat of the magnificent Summer Palace of the Emperor, with extensive gardens and pleasure-grounds. From the marble colonnade of the *Gloriette* there is a fine view of the city and its suburbs. Beyond the park, a mile and a half from the palace, is the charming village of *Hietzing*, quite made up of villas, gardens, and restaurants. In the churchyard is Canova's monument of Baroness Pillersdorf. At LAXENBURG, about an hour from Vienna by rail, there is another imperial palace, with a park, considered one of the finest in Europe. The *Brühl*, which may be visited in connection with Laxenburg, is a picturesque ravine whose natural beauties have been augmented by many artificial ones. It belongs to Prince Liechtenstein, and the old castle of Liechtenstein and the modern chateau adjoining it are among the objects of interest within the grounds.

BADEN, celebrated for its hot springs, and a popular resort of the Viennese, is about 16 miles from the city by rail. It was known to the Romans as *Thermæ Pannonicæ*. Most of the baths are arranged for bathing in common, and in some of them more than a hundred persons can be admitted at once. There is also a swimming bath, well fitted up.

Other places of resort in the vicinity of Vienna are the *Kahlenberg* and *Leopoldsberg*, both commanding extensive views; *Klosterneuberg*, remarkable for its ancient and splendid Augustine monastery; and the *Park of Prince Schwarzenberg*, near *Dornbach*, with the views from the *Holländer*, *Dörfel* and *Hermannskogel*.

Vienna to Pesth

If possible, the tourist should take at least a couple of days for an excursion down the Danube to Pesth, the capital of Hungary, going by steamer (13 hours) and returning by rail (5–9 hours, while the steamer takes 22 hours). The fares by steamer are 9.70 and

3.45 *fl.* (*table d'hôte* dinner on board for 1.20 or 2.45 *fl.*); by rail, express, 12.85 and 8.55 *fl.*

PRESSBURG, the Hungarian POZSONY, about 40 miles below Vienna, the old capital of Hungary, is chiefly interesting for the view from the Schlossberg above the town. It is the most important place between Vienna and Pesth.

PESTH and BUDA, or OFEN in German, originally separate cities on opposite sides of the Danube, were united in 1873, under the name of BUDA-PESTH or BUDA-PEST. Their combined population is nearly half a million. The *National Museum* contains a rich collection of Hungarian curiosities, well worth a visit. The famous *National Picture Gallery* (formerly the *Esterhazy collection* at Vienna) should also be seen. Some of the new public buildings are elegant in their way. From the *Blocksberg* (793 feet), easily reached in half an hour by a carriage road from Buda, there is a good view. At the foot of the hill, close to the river, is the *Bruckbad*, with its hot springs and Turkish baths. Another bathing establishment and popular resort is the *Kaiserbad*, about a mile above the bridge, accessible by steamboat or by tramway. The *Margarethen-Insel* is a pretty island-park, with cafés, concerts, etc.

Vienna to Trieste by the Semmering

This is the best route from Vienna to Italy, or *vice versa*. To Trieste is 369 miles by rail, or 14 to 15 hours by express (86.50 *k.*, 52.30 *k.*, 47.80 *k.*). From Trieste to *Venice* (see below), 100 miles, or 4 to 10½ hours (19.85 *fr.*, 13.95 *fr.*, 9.05 *fr.*). If the tourist is not bound for Italy, and does not care to visit Trieste, he should at least go over the *Semmering railway*, one of the grandest works of the kind in Europe. This he can do by taking a return ticket to *Mürzzuschlag*, 82 miles from Vienna. The excursion can be made in a single day.

The *Semmering road* begins at *Gloggnitz*, at an eleva-

tion of 1426 feet, and is carried along the face of abrupt precipices over bridges and through tunnels, affording views of the grandest and wildest scenery *en route*. This part of the road is 25 miles long, and cost more than seven millions of dollars. The best views are on the *left*, in going from Vienna. The summit of the line, at *Semmering*, is 2840 feet above the sea, and here there is a tunnel 4720 feet long. The highest point of the Semmering *Pass* is a mile from the Semmering station, at an elevation of 3216 feet. Here there is a monument to the Emperor Charles VI., the founder of this "*aditus ad maris Adriatici littora*."

GRATZ, the capital of Styria, occupies a picturesque situation on the Mur. It is one of the most agreeable and inexpensive of the Austrian capitals, and a favorite residence of retired officers of the Austrian army. The *Schlossberg*, 400 feet above the river, commands a view which is deservedly celebrated. The *Cathedral* (15th century) has a fine west portal. The *Johanneum*, an immense building with gardens, founded in 1811 by Archduke John for the promotion of agriculture and science in Styria, is now a technical college. The natural history collection, botanical garden, picture-gallery, library, etc., are interesting in their way.

To visit the *Quicksilver Mines of Idria*, stop at *Loitsch* station, from which they are distant about 21 miles. The ride thither and back will take 6 or 7 hours (diligence, 1 *fl.*), and 3 or 4 more should be spent in examining the mines.

ADELSBERG, 176 miles beyond Gratz, is renowned for its *stalactite caverns*, which may tempt the traveller to stop over a train. The prices for guides, illuminations, etc., are all fixed by tariff. The underground excursion occupies about two hours (tramway for more than half the distance).

TRIESTE, the Roman *Tergeste*, is the chief Austrian seaport, and has more than 130,000 inhabitants of rather "mixed" nationalities — Italians, Germans, Greeks, Armenians, English, etc. The chief attrac-

tions are the *Cathedral*, portions of which date back to the 5th and 6th centuries; the *Greek Church*, the interior of which is very elegant; the *Tergesteum*, with the Exchange and a large reading-room, open to strangers; and the beautiful view from the platform of the *Castle*. The *Avenue of San Andrea* affords a pleasant walk (or drive) along the shore, with a variety of fine views. Another pleasant excursion is by tramway to the *Boschetto*, a favorite resort; and thence there is a shady path to the *Villa Ferdinandiana* (restaurant), the prospect from which includes the city, the sea, and a long reach of coast. The *chateau of Miramar*, with its beautiful park (open to visitors), a few miles from the city, formerly belonged to the unfortunate Maximilian of Mexico.

If one does not care to visit Trieste, he can go more directly to Venice, via *Semmering*, *Bruck*, *Villach*, *Pontebba*, and *Udine*, in 15½ hours by express (401 miles; 76.80 *fr.*, 53.85 *fr.*). The road from Pontebba through the wild ravine of the Fella is a series of rock-cuttings, tunnels, huge bridges, and immense viaducts.

Tyrol

Innsbruck, the capital of Tyrol, may be reached from Munich, in 4 hours, by rail via *Rosenheim* and *Kufstein* (108 miles; express, 15.80 *m.*, 10.90 *m.*). A more interesting route is by rail to *Schaftlach* and *Gmund* (2 hours); by diligence to *Kreuth* (4 hours); by post-omnibus, via *Achenkirch*, to *Jenbach* (5 hours); thence by rail to Innsbruck in 1 hour. The journey may best be divided by stopping at *Tegernsee*, a place of much resort, in a charming situation. From here to *Kreuth* (7 miles) is a delightful *walk;* from *Achenkirch* to *Jenbach* (15 miles) is another, which may be shortened about six miles by taking steamer over the *Achensee*, the most beautiful lake in North Tyrol. There is also a railway from the lake to Jenbach.

Innsbruck is 1880 feet above the sea in a picturesque situation on the Inn. The *Franciscan Church*

or *Hofkirche* (16th century) contains the splendid monument of Maximilian I., adorned with sculptures by Colin which Thorwaldsen pronounced to be the most perfect works of their kind; also the monument of the patriot Hofer. The *Museum* is rich in Tyrolese curiosities, works of art, etc. The *Triumphal Gate*, built to commemorate the marriage of Leopold II. and Maria Ludovica, is also to be noted. There are many attractive excursions in the vicinity: to the height called the *Isel* (2460 feet), with its national Monuments; to the *Castle of Ambras* (2047 feet), built in the 13th century and in admirable preservation; to the *Lanser Kopfe*, two rocky hills, 2900 feet high, from which there is a fine view of the valley of the Inn and the glacier peaks of the Stubaythal; to the *Patscher Kofl* (7264 feet), etc.

From Innsbruck to Verona, by the *Brenner*, is 3–4 hours by rail; 41.45 *k*. The views are on the right till the summit at Brenner (4495 feet) is reached, then on the left.

Another route from Innsbruck into Italy is by rail to *Landeck* (51 miles), over the *Stelvio Pass* (9055 feet) by diligence via *Mals*, *Eyrs*, and *Bormio* to *Tirano* (84 miles), and by rail to *Colico* (p. 209). From *Tirano* it is 35 miles (diligence) by the *Bernina Pass* (7658 feet) to *Pontresina* and *Samaden* (p. 145).

For a tour through the interesting DOLOMITE district go from Innsbruck by the Brenner railway to *Franzenfeste* (52 miles); thence to *Toblach* (38 miles, rail); thence by post-omnibus or carriage on the *Ampezzo* road (67 miles) via *Landro*, *Schluderbach*, *Cortina*, *Pieve di Cadore*, *Perarolo*, and *Longarone*, to *Belluno*.

Landro is a pleasant summer resort, with a grand view of *Monte Cristallo* (10,495 feet) and other great peaks. *Schluderbach*, at the mouth of the Popena valley, also commands a striking mountain prospect. From here a delightful excursion (1½ hour by omnibus or carriage) may be made to *Lake Misurina*, with

its beautiful surroundings; or that route may be continued to Cortina without return to Schluderbach. *Cortina* is superb for situation, with many good hotels, and a favorite point for delay and excursions. *Pieve di Cadore* is also attractive for its scenery and for the house in which Titian was born in 1447. A bronze statue of him was erected here in 1880. The *Museum* contains his patent of nobility, with paintings, coins, and other antiquities. Of excursions one of the most popular is to *Tre Ponti* and *San Stefano* (7 miles) and back. *Perarolo* and *Longarone* are both charmingly situated, and will tempt the tourist to delay if time permits.

Belluno is on a promontory between two rivers and girt with a grand panorama of wooded hills and dolomite peaks. The *Cathedral* has some good paintings, and the campanile (216 feet) commands a fine view. The *Museum* (paintings, bronzes, etc.) is also worth a visit.

From Belluno one may go by rail (72 miles) to *Venice;* or, whether going into Italy or back to Austria, he can return to the *Brenner* route by rail to *Feltre* (20 miles), thence by carriage to *Tezze* (12 miles), and by rail to *Trent* (48 miles). From *Trent* he can go by rail (57 miles) to *Verona* or take the route suggested on p. 208. In the opposite direction it is 117 miles by rail to *Innsbruck.*

If one wishes to divide the journey in either direction between Trent (or Verona) and Innsbruck, he should do it at *Botzen* (34 miles from Trent), one of the most picturesque towns in Tyrol, to which a day or more may well be given if time permits.

ITALY

The spring and autumn are the most favorable seasons for an Italian tour, the summer being too hot, while the winter is disagreeably wet and chilly. A winter *residence* may be made very pleasant in the cities, but the tourist "on the wing" should choose another time of year.

The expenses of travel in Italy average about the same as in other parts of Europe. Second-class hotels are not so clean and comfortable as in France or Germany, and the third-class railway carriages are not to be recommended. At hotels (except those with "fixed prices") it is desirable to have an understanding in advance with regard to terms; and in hiring a carriage for a long journey the bargain should be carefully made and put in writing. On fares by rail and steamer much may be saved (30 per cent. or more) by purchasing the "tourist tickets" (see pp. 12, 166), or the local "excursion tickets"; and the "hotel coupons" may also be used to advantage. The circular tour tickets issued by the Italian Railways are cheap and convenient.

The *Italian money* is like that of France, the *lira* being equivalent to the *franc*, and divided into 100 *centesimi*, or *centimes*. The *soldo*, or five-centime piece, corresponds to the *sou*. French napoleons are everywhere current, and sovereigns are readily exchanged in the cities.

Passports are not required in Italy, but they are often useful in establishing one's identity at banking-houses, post-offices, etc. (see page 5), and in out-of-the-way districts they may occasionally save one from being detained or questioned by the police.

Routes into Italy

From France. — 1. *From Nice to Genoa* (see above, p. 190).

2. *By Mont Cenis* (see p. 191).

3. *By the Col di Tenda:* from *Nice* to *Vievola* by diligence in 10 hours (56 miles); thence by rail to *Turin*, via *Cuneo*, in 4 hours (81 miles). The summit of the pass is 6145 feet above the sea; but the new road avoids a considerable part of the ascent by a tunnel 2½ miles long, lighted by electricity.

From Switzerland. — 1. *By the Splügen* (p. 144).

2. *By the Bernadino* (p. 144).

3. *By the Simplon:* from *Martigny* to *Brieg* (p. 161) by rail; and from *Brieg* to *Domo d' Ossola* by carriage (41 miles; 9½ hours). The summit of the pass is 6595 feet above the sea. Not far beyond the summit is the *Hospice*, where travellers are entertained gratis, or for what they may choose to contribute to the funds of the establishment.

In 1905 the *Simplon Tunnel* (12¼ miles long), from Brieg to Iselle, was completed, reducing the journey by rail from *Brieg* to *Milan* (100 miles) to 3½–7 hours. The distance from Paris to Milan by this route is 608 miles, 46 miles less than by *Mont Cenis* (p. 191) and 55 miles less than by the *St. Gothard* (p. 148); and the grades are much easier, the tunnel being about 2000 feet lower than the Mont Cenis, and about 1500 feet lower than the St. Gothard. From *Domo d' Ossola* the *Simplon* railway runs, via *Baveno* and *Stresa*, to *Arona*, on Lake Maggiore (33 miles), and thence to Milan (42 miles).

4. *By the St. Gothard* (see p. 148). By this route one can go (by branch railway) to *Locarno* on *Lake Maggiore*, if he wishes to visit that lake before Lugano and Como. There is also a railway from Bellinzona, along the eastern shore of Lake Maggiore, to *Sesto Calende;* and this is the most direct route for those who are bound for *Turin*.

5. *By the Lukmanier.* From *Coire* take the Rhætian Railway to *Ilanz* (p. 145), whence there is a diligence over the *Lukmanier* pass (6290 feet) to *Biasca*, on the St. Gothard road (38 miles, in 9½ hours; 12.65 *fr.*).

From the Tyrol. — 1. *By the Brenner* (see p. 204). Instead of going through by rail to Verona, we advise the tourist, if time will permit, to leave the train at *Trent* or *Trento*, the Roman *Tridentum*, where there is a cathedral (begun in 1212, completed in the 15th century) of considerable interest; also the church of *S. Maria Maggiore*, in which the Council of Trent was held (1545–63); with old palaces, ruined castles, etc. Hence let him proceed by carriage to *Riva* on the *Lago di Garda;* by steamer over the Lake to *Peschiera;* and thence by rail to *Verona*. The ride from Trent to Riva is very beautiful, but if one cannot take the time for it he may keep on by rail to *Mori*, whence there is a branch railway, over a shorter (10 miles) but attractive route, to *Riva*. The scenery on Lake Garda is charming.

2. *By the Stelvio* (p. 204). From *Colico* take steamer over Lake Como to *Como* (4.70 *fr.*, 2.60 *fr.*), whence rail to *Milan*, as above.

From Vienna. — *By the Semmering* (p. 201) to *Venice*, either direct or by way of *Trieste*.

The Italian Lakes

The main group of these lakes (including all but the *Lago di Garda*, which is about fifty miles from Como in a straight line) is included within a space measuring about fifty-five miles by thirty-five. "If there were straight roads and a succession of bridges for him to do it upon, a man could walk right across Maggiore, Lugano, Como, and their satellites in a day." Those who enter Italy from Switzerland will naturally visit them before proceeding southward; others can take them (except *Garda*, which is more conveniently reached from *Verona*) in an excursion from *Milan*.

The Lake of Como, the *Lacus Larius* of the Romans (see Virgil, "Geor." ii. 159), is generally considered the most beautiful of the group. It is about 36 miles long, and its greatest width is 3 miles. Its shores are

studded with picturesque villages and charming villas, with a background of forests and mountains, some of which are 7000 feet high. The loveliest point is *Bellagio*, where the lake divides into two arms. *Cadenabbia*, on the western shore opposite Bellagio, is also a pleasant stopping-place. *Colico*, at the northern end of the lake, is "openly dirty and tacitly unhealthy." Its name, as Howells remarks, "might be literally taken in English as descriptive of the local insalubrity." *Como*, at the other extremity, is a thriving town of 25,000 inhabitants, the birthplace of Pliny the Younger and of Volta. The cathedral (1396–1521) is one of the best in Northern Italy. Steamers run several times a day from Como to Colico, touching at Bellagio and at many other points; 4.15 *fr.*, 2.60 *fr.* From *Menaggio* there is a railway (2.90 *fr.*, 1.45 *fr.*) to *Porlezza* on Lake Lugano.

The Lake of Lugano, which lies between Como and Maggiore, though much smaller than either, is scarcely their inferior in the loveliness of its scenery. It may be visited from *Menaggio* (as above) or by rail from *Como* to *Lugano* (20 miles). Steamers run on the lake daily between *Porlezza*, *Lugano*, and *Ponte Tresa*. The best stopping-place is at *Lugano*, which is the capital of the Swiss canton of Ticino. A delightful excursion by railway in half an hour may be made to the top of *Monte San Salvatore* (about 3000 feet). A pleasant and convenient way of crossing from Lake Lugano to Lake Maggiore is by steamer from Lugano to *Ponte Tresa*, whence there is a railway to *Luino*.

The Lago Maggiore (the *Lacus Verbanus* of the Romans) is the largest of the Italian lakes, being about 45 miles in length and averaging 3 miles in breadth. Steamers run its whole length from Sesto Calende to Magadino, touching at many points on both shores. The best hotels are at *Stresa*, *Baveno*, *Pallanza*, *Luino*, and *Locarno*. The *Borromean Islands* are best reached from *Stresa*, *Baveno*, or *Pallanza*, either by the steamer or by rowboat. On the *Isola Bella* is the large

palace built by Count Vitaleo Borromeo about a century ago, with terraced gardens, fountains, grottoes, etc., all very elaborate and artificial. The *Isola Madre* is larger, and laid out with gardens and walks in less formal style. The *Isola dei Pescatori*, inhabited by fishermen, is more picturesque than either; but it is best to admire it from afar. The charm of many an exquisite bit of Italian village scenery is dispelled as soon as one gets within smelling distance of it. "There are places which you enter full of romantic enthusiasm, and escape from with a shudder; instead of raising your hands in admiration, you employ them in holding your nose." On the fourth island, *Isola San Giovanni*, there is nothing of interest.

The Lago d' Orta is a small but lovely lake, lying to the west of Maggiore. It may be visited in entering Italy by the Simplon (p. 207), or by rail from the opposite direction. *Orta* is a small town on a promontory extending into the lake. Above the town is the *Sacro Monte*, laid out as a park and affording a beautiful prospect from the tower on the summit. From *Monte Motterone* (4891 feet), which is a ridge separating the *Lago d' Orta* from the *Lago Maggiore*, there is a more extensive view, including the entire stretch of mountains from Monte Rosa to the Tyrolean Ortler, the lakes on either side and four smaller ones, and the broad plains of Lombardy and Piedmont.

The Lago d' Iseo, one of the smaller lakes, lying midway between Como and Garda, is conveniently visited from *Brescia*, by railway (24 miles) to *Paratico*, connected by bridge with *Sarnico* at the foot of the lake. A steamer plies between *Sarnico* and *Lovere* at the head of the lake, where Mary Wortley Montagu lived for some time. The scenery in the neighborhood is very beautiful.

The Lago di Garda, the Roman *Lacus Benacus*, is about 40 miles long and about 10 wide near the lower end. It is as rarely calm as in the days of Virgil, who described it in "Geor." ii. 160: "Fluctibus et fremitu

adsurgens Benace marino." The railway between *Brescia* and *Verona* touches it at *Desenzano* and at *Peschiera* (see p. 208), from both of which places there are steamers to *Riva*, at the head of the lake. Between Desenzano and Peschiera is the narrow promontory of *Sermione*, the "*Sirmio*, peninsularum insularumque ocellus" of Catullus, who had a villa here, the ruins of which (?) are still to be seen. The upper part of the lake is shut in by high and precipitous mountains, of which *Monte Baldo* (6970 feet) is the most conspicuous. At *Gargnano*, *Limone*, and other villages on the banks, great quantities of oranges, lemons, and olives are grown. *Solferino*, famous for its battlefield, is a few miles from the foot of the lake, and may be visited from *Desenzano* or *Peschiera*.

Turin to Milan

The route of the tourist will depend somewhat on the road by which he has entered Italy. We will assume for the present that he has arrived at *Turin* via *Mont Cenis*, and will describe a continuous line of travel from that point. We will show hereafter how the route may be modified, if he enters the country at *Genoa*, *Venice*, etc.

Turin, the Italian Torino, was the *Augusta Taurinorum* of the Romans, having been founded by the Taurini, a Ligurian tribe. From 1859 to 1865 it was the capital of Italy, and the residence of the king. It is situated on the Po, near its union with the Dora Riparia. It is essentially a modern city, having been quite destroyed during the siege of 1706. It is regularly laid out, with many elegant buildings, but has little to detain the tourist. Its one mediæval relic is the *Palazzo Madama*, a castellated structure, repaired and embellished in 1718 by the mother of King Victor Amadeus II., from whom ("Madama Reale") it got its present name. Near this is the *Palazzo Reale*, or Royal Palace, built in the 17th century, in one wing of which is the *Armory* (Sund. 11–3, and other days by

tickets obtained at the office below), a choice collection of arms, etc., many of which are of historical interest, with coins, mosaics, ivories, etc. An embossed shield by Benvenuto Cellini is specially to be noted. The *Palazzo dell' Accademia delle Scienze* contains the *Pinacoteca*, or picture-gallery (on Sundays 1–4, and other days 10–4), in which are many choice pictures; also museums of antiquities and of natural history (same times as the picture-gallery). The *Civic Museum* (9–4, 1 *fr.*; Thurs., Sund. free) with sculpture, paintings, ceramics, etc., is also good in its way. The *Cathedral*, a Renaissance edifice, contains the chapel of the *Santo Sudario*, interesting for its architecture and as the burial-place of the Dukes of Savoy. The Library of the *University* (daily, 9–4) contains 200,000 volumes and 3000 MSS. From the hill on which the *Capuchin Monastery* stands, there is a fine view (especially in the morning) of the city and suburbs, and of the Alps in the distance, the snowy peak of Monte Rosa being markedly conspicuous. The *Public Garden* is a favorite resort in the evening. An excursion (steam tramway and cable road) should be made to the *Superga* (2555 feet), a hill crowned by a church and commanding a beautiful prospect. *Moncalieri*, with its royal château (where Victor Emmanuel I. died in 1823), may also be reached by steam tramway.

From Turin to Milan is about 94 miles by rail (17.40 *fr.*, 12.20 *fr.*, 7.85 *fr.*; express, 19.15 *fr.*, 13.40 *fr.*). The road passes through *Novara*, near which the battle of Novara (March 23, 1849) was fought, a pleasant town with a Romanesque cathedral, etc.; and through *Magenta*, also memorable for its battlefield.

MILAN, or MILANO, the capital of Lombardy, is one of the largest and wealthiest cities of Italy. It was an important town under the Romans, was sacked by Attila in 452, totally destroyed by Frederic Barbarossa in 1162, and has figured prominently in more recent history. It is now a great manufacturing place, with more than 500,000 inhabitants.

Of the many churches the *Cathedral* is the most famous, being the largest in Europe except St. Peter's at Rome and the cathedral at Seville in Spain. It is nearly 500 feet long and 288 wide through the transepts, and the height of the nave is 155 feet. The central pyramid or spire is 360 feet high. The many pinnacles and the throngs of statues (some 2000 in all) are marked features of the exterior. To see these to advantage one should ascend to the roof (ticket 25 *c.*, and map of the view, which is to be preferred to a guide, 1.50 *fr.*). The prospect from the spire includes the city and the country about it, with the snowy Alps stretching through more than a semicircle, and the Apennines filling half of the remaining horizon. The church was begun in 1386 by a Visconti, and the greater part of it finished at the close of the 15th century; the work, after many delays and interruptions, was resumed under Napoleon I. in 1805, but is not yet fully completed. The façade has recently been restored.

Of the other churches, that of *St. Ambrose* (S. Ambrogio), founded by that saint in the 4th century, but belonging in its present form to the 12th century, is perhaps the most interesting. Here the old Lombard kings received the "Iron Crown." The frescoes and ancient mosaics (9th century) are to be noted; also the golden altar-front, and some of the monuments in the chapels and the crypt. *S. Maria delle Grazie* (15th century), partly the work of Bramante, was originally an abbey church, and the refectory in the rear contains Leonardo da Vinci's celebrated fresco of the *Last Supper*, which has recently, in 1909, been successfully restored. *S. Lorenzo* is the most ancient church in Milan, the interior having perhaps belonged to a Roman bath or a palace of the Emperor Maximian, and the adjacent *Colonnade* is also Roman. *S. Maurizio* contains some admirable frescoes by Luini.

The *Brera*, or Palace of Science and Art (9–4, Sund. 10–3), contains the *Picture-Gallery*, with 600 paint-

ings, including Raphael's renowned Sposalizio, or Marriage of the Virgin, and the *Archæological Museum*, a collection of ancient and mediæval sculptures, inscriptions, etc. The *Ambrosian Library* (10–3; ½ *fr.*) is remarkable for its rare books, MSS., and palimpsests, and also contains some choice pictures, bronzes, historical relics, etc. There are some frescoes by Luini and other pictures and works of art in the *Palazzo Reale*, near the cathedral. To be noted also are the *Ospedale Maggiore* (Great Hospital); *La Scala*, the celebrated theatre; the *Castle*, once a residence of the Visconti and Sforza, now a barrack; the *Galleria Vittorio Emanuele*, with its decorative statuary and its brilliant shops; and the *Arco della Pace*, a triumphal arch begun by Napoleon I. as a termination to the Simplon road, but finished as a historical monument. The *Public Garden* is the chief public promenade, and near it is the *Civic Museum* (natural history, etc.; daily, except Mon., 10–4). The *Poldi-Pezzoli Museum* (daily, 9–4, 1 *fr.*) is a good art-collection. The new *Cemetery*, or *Campo Santo*, is one of the most beautiful in Italy.

Genoa to Milan

If the tourist enters Italy from Southern France, or via *Nice*, he can strike the line of travel we have begun to describe by going from *Genoa* to *Milan*, via *Pavia* (92 miles; 19.25 *fr.*, 13.50 *fr.*, 8.55 *fr.*); or, if he wishes to visit *Turin*, he may take the train for that city (93½ miles; 19.15 *fr.*, 13.15 *fr.*, 9.35 *fr.*) and thence to Milan, as above. On the first-named route, the only places of special interest are *Pavia* and the celebrated *Certosa*, or Carthusian monastery, 5 miles from Pavia (about 17 from Milan, whence there is also a steam tramway). At *Pavia* the notable things are the *Cathedral*, containing the beautiful *monument of St. Augustine;* several other old churches; and the covered bridge (14th century) over the Ticino. The University is the oldest in Europe. The *Certosa* was founded

in 1396, and the church is one of the noblest Gothic works of that period; while the façade, begun in 1473, is much admired as an example of the richest Renaissance style. The frescoes, monuments, mosaics, etc., in the interior are of great beauty and interest. The place may be visited (and Pavia also) in a day's excursion from Milan.

Between *Genoa* and *Turin* there is nothing to detain the tourist whose time is limited. *Asti*, one of the towns on the way, was the birthplace of Alfieri.

GENOA, in Italian GENOVA, in French GÊNES, merits its name of "the Proud" ("Genova la Superba") as seen from the Mediterranean, with its marble palaces on the seaward slope and the sheltering hills in the background; but most of the streets are narrow and crooked, so that the interior of the city is apt to disappoint the traveller who has approached it by water. The few streets, however, that are of tolerable width — the Via Garibaldi, the Via Cairoli, and the Strada Balbi, especially — are unsurpassed in their way, being lined with magnificent palaces, memorials of the ancient splendor and opulence of the city. The *Palazzo Durazzo*, the *Palazzo Brignole*, the *Palazzo Balbi-Senarega*, and the *Palazzo Rosso* contain picture-galleries (to be seen for a fee); the *Palazzo del Municipio*, originally the palace of the Doria Torsi family, contains some historical relics connected with Columbus, etc.; the *Palazzo Ducale*, the old residence of the Doges, is now used for public offices; and there are others too many for mention. The gardens of the *Palazzo Doria* command a fine view of the harbor; but the best view in Genoa is to be got by ascending the dome of the church of *S. Maria di Carignano*, on a hill at the southeastern end of the city. The *Cathedral* (*S. Lorenzo*) was built about the year 1100, but has been often remodelled and restored. The façade is of black and white marble in alternate stripes, and the interior is a medley of styles. Other noteworthy churches are *S. Ambrogio*, sumptuous with mosaics, frescoes,

and gilding; *S. Matteo*, built by the Dorias in the 13th century; *L' Annunziata*, the most richly decorated in Genoa, and containing a few good pictures; and *S. Siro*, with frescoes by Carlone and gilt angels at the high altar. The *Via di Circonvallazione*, a fine road over the hills at the back of the city, affords a delightful drive or walk, with excellent views. The park of *Acqua Sola* is a favorite promenade; and the *Villetta di Negro* is another, with an extended prospect. The *Campo Santo*, a mile and a half from the city, is elegantly laid out and has many fine monuments. There is a magnificent *monument to Columbus* near the railway station.

A favorite excursion in the vicinity is to the *Villa Pallavicini*, about 7 miles distant by rail. The grounds are very extensive and beautifully laid out, with fountains, cascades, a stalactite grotto, etc.

Milan to Verona and Venice

From Milan to Verona by rail is 93 miles (17.40 *fr.*, 12.20 *fr.*, 7.85 *fr.*; express, 19.15 *fr.*, 13.40 *fr.*). The most important place *en route* is BRESCIA, formerly one of the richest cities of Lombardy, and now noted for its iron works. It has an elegant Town Hall (known as *La Loggia*), built in the 16th century, and two Cathedrals, portions of the older of which (commonly called *La Rotonda*) date back to the 9th century. There is a museum of antiquities in a restored Roman temple, erected by Vespasian. It contains a remarkable bronze statue of Victory, dug up here in 1826. The *Pinacoteca Municipale* is a collection of sculptures, pictures, etc., including some noted paintings by Moretto, Raphael's Pietà, Thorwaldsen's Day and Night, and other choice things. In the church of *S. Afra*, there is one of Titian's best works, the Woman taken in Adultery; also the Martyrdom of S. Afra, by Paul Veronese. *S. Giovanni Evangelista* contains some admirable pictures by Moretto and others. *SS. Nazaro e Celso* has an altarpiece by Titian, etc. The

Campo Santo, half a mile from the city, is considered one of the finest in Northern Italy.

For excursion from Brescia to the *Lago d' Iseo*, see p. 210 above.

Peschiera (see p. 208), between Brescia and Verona, is one of the four fortresses of the famous "Quadrilateral"; the others being Verona, Mantua, and Legnago.

BERGAMO, the ancient *Bergomum*, is 12 miles by rail from *Treviglio* on the line from Milan to Verona, and is well worth a digression if time permits. The church of *S. Maria Maggiore* and the adjoining *Capella Colleoni* are interesting for their architecture and the pictures they contain. *S. Spirito* and *S. Bartolomeo* should also be visited. From Bergamo one may go on by rail (20½ miles) to Lecco on Lake Como (3.75 *fr.*, 2.65 *fr.*, 1.90 *fr.*).

CREMONA may be visited by another branch line (leading to *Mantua*) from *Treviglio* (20 miles, or 40 from Milan). It is noted for its violin-makers of the 16th and 17th centuries. The *Torrazzo*, a tower connected with the *Cathedral*, and built in the 13th century, is the highest in Italy (397 feet). The Cathedral itself (12th century) has a very rich façade, and contains fine pictures by Pordenone and other masters. The churches of *S. Agata*, *S. Sigismondo*, *S. Pietro al Po*, and others are also adorned with the works of Cremonese artists. There is a small picture-gallery in the Palazzo Pubblico of 1245.

VERONA was an ancient city when it came under the dominion of the Romans. It was the birthplace of Catullus, probably of Nepos also, and possibly of the elder Pliny and Vitruvius. Paul Veronese was born here, as his name implies.

Of the Roman remains the *Amphitheatre* is most renowned. A great part of the exterior arcade was thrown down by an earthquake in 1184, but the interior "remains in such perfection that the great shows of two thousand years ago might take place in it to-

day." Its dimensions are 513 by 410 feet outside, and 248 by 147 inside (in the arena), and there are 45 ranges of seats, estimated to accommodate at least 20,000 spectators. The *Porta de' Borsari* is a Roman gateway, erected under Gallienus, A. D. 265. The *Porta de' Leoni* is another Roman gate or arch of the same period.

The churches of Verona are mostly Gothic, and "more worthy to be seen than any others in North Italy, outside of Venice." The *Cathedral* is of the 14th century, with choir and façade of the 12th. It contains an Assumption by Titian. The cloisters are very elegant. *S. Anastasia* has a beautiful interior, with some interesting sculptures and monuments. *S. Zenone* is "a Romanesque basilica of most noble proportions," with quaint bronzes on the doors and much other curious sculpture without and within. The crypt, the cloisters, and the elegant campanile of the 11th century are also to be noted. *S. Fermo Maggiore* (14th century) has an elaborately carved roof of larchwood, and in one of the chapels a fine altarpiece by Caroto (1525). *S. Giorgio* contains valuable pictures by Tintoretto, P. Veronese, Caroto, etc. In front of the little church of Santa Maria Antica are the *Tombs of the Scaligers*, remarkable examples of Gothic work. There are five of them, the largest being that of Can Signorio, who died in 1375. There is much else to be seen in the old Italian city, among other things the "veritable" *tomb of Juliet*, a rude sarcophagus now kept in the garden of an old Franciscan monastery on the right bank of the Adige. The so-called *House of the Capulets* is in the street of San Sebastiano.

From Verona an excursion may be made to the *Lago di Garda* (see above, p. 210), if it has not been visited earlier. It is also a convenient point for an excursion to *Mantua*, which is 25 miles distant by rail (5.25 *fr.*, 3.70 *fr.*). *Villafranca*, where the treaty between the French and Austrian emperors was signed July 11, 1859, is passed *en route*.

MANTUA, in Italian MANTOVA, founded by the Etruscans, and in the olden time a place of renown, is in these latter days one of the least interesting of the Italian cities. Of the churches *S. Andrea* is the most notable; it was begun in the latter part of the 15th century, but the dome was not completed until 1782. The chief other buildings are the old *Ducal Palace* and the *Palazzo del Tè*, erected by Giulio Romano and containing some of his frescoes. The *Piazza Virgiliana* is a public square planted with trees by the French, early in the last century, in honor of the Mantuan poet. There is also a *Teatro Virgiliano* and an *Academia Virgiliana di Scienze e Belle Arti*. The *Museum* contains some valuable antiques.

From Verona to *Venice* it is 72 miles by rail (14.70 *fr.*, 10.30 *fr.*). The road passes through *Vicenza* and *Padua*.

VICENZA, the *Vicetia* or *Vicentia* of the Romans, was the birthplace of Palladio, "and the cold hand of that friend of virtuous poverty in architecture lies heavy upon his native city in many places" (Howells). Of works *not* his, one of the finest is the famous *Clock Tower*, which rises to the height of 265 feet from a base little more than 20 feet square. The *Cathedral*, *S. Corona*, and *S. Stefano* contain pictures by Tintoretto, P. Veronese, and other great masters.

PADUA, Italian PADOVA, the Roman *Patavium*, was founded, according to the ancient tradition (Virgil, "Æn." i. 242–249) by Antenor, the brother-in-law of Priam. In mediæval days it was famous, as it still is, for its *University*. Among its alumni were Savonarola, Tasso, Ariosto, Petrarch, and Galileo, whose statues with many others now adorn the Piazza Vittorio Emanuele. The *Botanical Garden* is the oldest in Europe. Of the many churches the noblest is *S. Antonio*, begun in 1256, nearly completed in 1307, and restored in 1749 after a fire. It is an imposing structure with seven domes, and is rich in paintings, sculptures, and other works of art. The adjoining *Scuola del Santo* is

adorned with frescoes, attributed to Titian and his pupils. *S. Maria dell' Arena*, or "Giotto's chapel," contains a series of frescoes which are among the best works of that master. The adjacent church of *S. Agostino degli Eremitani* (13th century) is also celebrated for its frescoes, by Mantegna. In *S. Giustina* there is an altarpiece by P. Veronese, etc. The chapel of *S. Giorgio* contains admirable frescoes by Jacopo d' Avanzo and Altichieri; and in front of the church is Donatello's equestrian statue of Erasmo da Narni. The *Palazzo della Ragione*, built in the 12th century and remodelled in the 15th, is noted for its great *hall*, one of the largest in the world, being 273 feet by 90 and 78 high. It contains among other antiquities the tomb of *a* Livy, but not the historian. There are several other old palaces of more or less architectural interest. The *Picture-Gallery* is worth visiting.

Between Padua and Venice there is nothing worthy of note. The railway enters the latter city by a bridge more than two miles long, consisting of long embankments and 222 arches. It is one of the grandest works of its class, and cost nearly a million of dollars.

Venice

VENICE, in Italian VENEZIA, is one of the cities to which it is impossible to do justice in a flying visit. Three or four days may suffice for a hurried glance at the more prominent objects of interest, but it would be better to remain here at least a week or ten days, even at the sacrifice of a dozen minor cities.

The city is built on a cluster of small islands, in the lagoon of the same name. This lagoon is separated from the Adriatic by a long, narrow sandbank, divided by several inlets, of which the one known as the *Porto di Lido* was anciently the main entrance for ships, while the *Porto di Malamoco* is now the deepest channel. The chief of the hundred or more Venetian Islands is the *Isola di Rialto* (Island of the Deep Stream, or *rivo alto*), which gives its name to the famous bridge; most

of the others are very small. The *Canalazzo* or *Grand Canal* winds through the city in a double curve, dividing it into two unequal parts, and is the main thoroughfare — a marine "Broadway." There are 146 smaller canals, or *rii*, which form the network of minor streets. There are, indeed, streets, properly so called, and by means of these, together with the narrow paths (*calli*) along the banks of the canals and the 378 bridges, one can walk from one end of Venice to the other, if he does not lose his way; but for all ordinary purposes of travel and traffic the canal is the highway, and the gondola is the vehicle. There is a fixed tariff for gondolas, as elsewhere for cabs. A gondola may be hired by the day for 5 *francs*, and the gondolier will answer for a guide, if the tourist knows a little Italian. A professional guide, if wanted, may be got at the hotels or in the Piazza San Marco. The usual fee is 5 *fr.* a day, exclusive of fares, etc. If limited for time, the tourist should take a guide.

In order to get a general idea of Venice, as a preliminary to explorations more in detail, the following "voyage of discovery" has been recommended: take a gondola from the *Piazzetta* (near St. Mark's) through the whole length of the Grand Canal to the railway-station (taking the opportunity to visit the neighboring church *degli Scalzi*, which is remote from other objects of interest); then under the railway bridge to the *Canal di Mestre*, to the left of which is the *Ghetto*, or Jews' quarter; thence by the Grand Canal to the *Ponte Rialto*. Leaving the gondola there, *walk* through the *Merceria* (the line of narrow streets in which the chief shops are situated) to St. Mark's. The circuit can be made in two hours and a half.

The *Piazza di San Marco*, or St. Mark's Place (usually known as *La Piazza*, the other small public squares being called *campi*), is the great centre of business and amusement, and of all that is grandest and loveliest in Venetian architecture. The area is only 576 feet in length and from 183 to 270 in breadth. The east side

is occupied by *St. Mark's church;* the north side, by the *Procuratie Vecchie* with the *Clock Tower* at the eastern end; the south by the *Procuratie Nuove;* and the west by the modern structure which unites these into one great palace. The *Piazzetta* is a smaller square opening to the south, and near the angle it makes with the *Piazza* is the *Campanile*, or Bell Tower. On the east side of the Piazzetta is the *Ducal Palace;* on the west, the *Library* and *Mint;* to the south, or seaward, the two famous *columns* of granite, the one bearing the winged lion of St. Mark, the other the statue of St. Theodore.

San Marco was built in the 11th century, on the site of a former church burned in 976. It is in the Byzantine style, with Gothic additions of the 14th century and Renaissance alterations of the 17th. Above the portal are the celebrated bronze horses which Constantine carried from Rome to Constantinople, whence Marino Zeno brought them hither in 1205; they were taken to Paris by Napoleon in 1797, but restored to Venice in 1815. A great dome rises in the centre, and four smaller ones crown the arms of the cruciform structure. The mosaics of the exterior and interior cover an area of 45,790 square feet, or more than an *acre;* and the decoration in gilding, bronze, and rich marbles is equally profuse and splendid. Ruskin's description of the church ("Stones of Venice," vol. ii.) is familiar to every cultivated reader.

The *Campanile*, opposite the church, is a square brick tower, surmounted by a pyramid, and 322 feet high. The original Campanile was begun in the 9th century. It was restored in 1329, and a marble top was added in 1417. It fell in 1902, but has been rebuilt on the original plan. There is a fine view from the top (15 *c.*) which should on no account be missed. The *bronze doors* of the vestibule, cast in 1750, and the bronze statues by Sansovino, are to be noted.

The *Clock Tower* (La Torre dell' Orologio), built in 1496, restored in 1859, rises above a gateway leading

into the *Merceria*. The hours are struck on a bell by two bronze figures.

The *Procuratie Vecchie* was erected in the latter part of the 15th century, the *Procuratie Nuove* about a century later; and the *Nuova Fabbrica*, or *Atrio*, connecting the two, was added under Napoleon in 1810. The older buildings were originally the palaces of the "procurators" or chief magistrates of the republic. The arcades under them are filled with shops and restaurants. The former *Library* (now part of the Royal Palace), on the west side of the Piazzetta, is a graceful building designed by Sansovino in 1536. The *Zecca* (formerly the Mint), adjoining this, is by the same architect.

The *Ducal Palace* (Palazzo Ducale) was "the great work of Venice," to quote Ruskin's words, "the principal effort of her imagination, employing her best architects in its masonry, and her best artists in its decoration, for a long series of years." According to the same authority (see the "Stones of Venice," vol. ii. chap. 8) the "*Gothic* Ducal Palace," which superseded an earlier Byzantine structure, was begun in 1301 and completed in 1423. The existing edifice is made up of this Gothic palace, to which the façade toward the sea belongs; of the additions, in similar style, made after the fire of 1419 had destroyed the old palace fronting on the Piazetta; and of the Renaissance work after the great fire of 1479 (the façades behind the Bridge of Sighs, both towards the court and the canal, etc.). There was another terrific fire in 1574, which destroyed the interior of the Great Council Chamber and all the upper rooms on the sea front and most of those on the canal; after which the whole was restored, and the Prisons on the other side of the canal, with the Bridge of Sighs leading to them, were added.

The *Scala dei Giganti*, or Giants' Staircase, by which the palace is entered from the courtyard, takes its name from the colossal statues at the top, executed by Sansovino in 1554. The interior is a rich gallery of

Venetian art. The Great Council Hall contains portraits of 76 doges and Tintoretto's "Paradise," the largest oil-painting in the world. The palace is open on week days from 10 to 4 (1 *fr.* with 20 *c.* for the dungeons), on Sund. 10 to 2 (free).

The Ducal Palace is connected on the east side by the *Bridge of Sighs* (Ponte dei Sospiri) with the *Prisons* (Le Prigioni). The bridge is "a work of no merit, and of a late period, owing the interest it possesses chiefly to its pretty name and to the ignorant sentimentalism of Byron" (Ruskin). Howells speaks of it as "that pathetic swindle, the Bridge of Sighs." The Prison cannot be visited without special permission.

The *Accademia delle Belle Arti*, in a suppressed Augustine convent, contains about 600 pictures, most of which are by the Venetian masters. It is open on week days from 10 to 3 (1 *fr.*), on Sund. 10 to 2 (free).

Of the many *churches* besides St. Mark's, we will refer briefly to the more interesting, in the order in which they may be most conveniently visited. The quoted criticisms are from Ruskin, unless otherwise stated.

Santa Maria della Salute, on the Grand Canal, is a Renaissance edifice (16th century), "impressive by its position, size, and general proportions." The façade is "rich and beautiful of its kind, and was chosen by Turner for the principal object in his well-known view of the Grand Canal." It contains pictures by Titian, Tintoretto, and others.

San Stefano, on the way from St. Mark's to the Academy, is "the best ecclesiastical specimen of central Gothic in Venice." The west entrance, which is much later than the rest, is of the richest Renaissance Gothic.

The *Church of the Frari* (S. Maria Gloriosa dei Frari) was begun in 1250, and continued at various subsequent periods. The apse is "a very noble example of Italian Gothic"; the doors "very elaborate Renaissance Gothic"; the interior fine, but chiefly in-

teresting for its monuments. Of the pictures "the John Bellini in the sacristy is the most finished and delicate example of the master in Venice." In the south aisle is the large and elegant *monument of Titian*, completed in 1852. There is also the *tomb of Canova*, from a design of his own, which Ruskin regards as "consummate in science, intolerable in affection, ridiculous in conception, null and void to the uttermost in invention and feeling."

S. Rocco is notable for interesting pictures by Tintoretto. The adjacent *Scuola di San Rocco* (daily, 9–4; 1 *fr.*) is a fine example of the early Renaissance (1517), and for its decorative pictures "one of the three most precious buildings in Italy" (the others being the Sistine Chapel at Rome, and the Campo Santo of Pisa). The pictures, 62 in number, are on the walls and ceilings of three rooms so badly lighted that they can be seen at all only in the early morning. "They were all painted, however, for their places in the dark, and are therefore, for the most part, nothing more than vast sketches, made to produce, under a certain degree of shadow, the effect of finished pictures;" and in this respect they are unique productions. "None but Tintoret would have undertaken the task, . . . and no other series of his works exhibits powers so exalted." [1]

Santa Maria dell' Orto, a good example of Renaissance Gothic, contains some important pictures by Tintoretto, and the tomb of the artist.

The *Church of the Jesuits* (Gesuiti), erected 1715–30, is famous for its interior, the walls being covered with imitations of drapery in white marble inlaid with green. It contains Titian's "Martyrdom of St. Laurence," much darkened by age.

SS. Giovanni e Paolo, popularly known as *San Zanipolo*, is a large Gothic church, formerly the burial-place of the Doges and containing many of their monu-

[1] For a detailed description of these pictures, filling thirty pages of small type, see the "Venetian Index," in *The Stones of Venice.*

ments, which are worthy of special attention. Some of its best pictures were destroyed by a fire in 1867. In the square beside the church is the statue of Bartolomeo Colleoni, "one of the noblest works in Italy."

S. Zaccaria is a fine example of early Renaissance, with a very beautiful Gothic chapel attached. "It contains the best John Bellini in Venice (after that of San Giovanni Crisostomo [1]), the Virgin with four saints."

S. Salvatore (16th century, with façade of the 17th) contains "some of the best examples of Renaissance sculptural monuments in Venice." There are also two pictures by Titian, and a remarkable altarpiece chased in silver, a work of the 13th century.

Santa Maria dei Miracoli is a small church, "the most interesting and finished example in Venice of the Byzantine Renaissance, and one of the most important in Italy of the cinque-cento style." The decorations are by Pietro Lombardo.

S. Giorgio Maggiore is on the island of the same name, opposite the Piazzetta. It was begun by Palladio in 1560, and is a renowned example of his style. It contains several of Tintoretto's pictures, minutely described by Ruskin in the "Venetian Index."

Il Redentore, on the Giudecca, another church by Palladio, contains in the sacristy three admirable Madonnas (attributed to John Bellini, but probably not his) and "a most beautiful Paul Veronese."

S. Sebastiano (1506–18) is famous for pictures by P. Veronese, who is buried here. There are also some interesting monuments and sculptures.

These last three churches are all near the Canal of the Giudecca, and may be visited in one excursion. The *church of the Scalzi*, mentioned above, is renowned for its precious marbles, and also for a Madonna be-

[1] This church is "early Renaissance, containing some good sculpture, but chiefly notable for a noble Sebastian del Piombo," besides the John Bellini, "one of the most precious pictures in Italy, and among the most perfect in the world."

hind the high altar (called by Ruskin "a fine John Bellini," but not now believed to be by him).

Of the old *Palaces*, the best are situated on the Grand Canal, and will be pointed out by the gondolier (or guide) in passing them. Critical comments on most of them may be found in Ruskin's "Venetian Index," and in other parts of "The Stones of Venice." Several of these buildings have been converted into hotels. The *Grand Hotel* is made up of the Palazzo Ferro (14th century) and the Palazzo Fini-Wimpffen. The *Hotel Danieli* is the old Nani-Mocenigo Palace, "a glorious example of the central Gothic, nearly contemporary with the finest part of the Ducal Palace." The *Europa Hotel* is one of the Giustiniani Palaces, "good late 14th century Gothic, but much altered."

The *Fondaco de' Turchi* contains the *Museo Civico* and *Correr Collection* (daily, 9–3; 1 *fr.*, but free on Sund. and holidays), including pictures and drawings by old masters, bronzes, ivories, coins, porcelain, glass, gems, etc.

The *Rialto Bridge* (Ponte di Rialto), built in 1588–91, and the only bridge over the Grand Canal until 1854 (there are two other bridges now), is a marble arch of 74 feet span and 32 feet high. A little beyond it is the oldest church in Venice, *S. Giacomo di Rialto* (said to have been built about 520; now closed as dangerous), and the little square in front of the church is Shakespeare's *Rialto*, or the merchants' exchange of that day. On one side of the square (now a vegetable market) is a short column of Egyptian granite, to which steps ascend, supported by a kneeling figure called *Il Gobbo di Rialto*. From this column the laws of the Republic were promulgated.

The pretty little *Palazzo Contarini-Fasan*, next to the Grand Hotel, is popularly known as "Desdemona's Palace." The *Palazzo Mocenigo* is made up of three contiguous palaces, of which the middle one was occupied by Byron in 1818.

The *Arsenal* (daily except Sund., 9–3; free) has a

gateway which is "a curiously picturesque example of Renaissance workmanship, admirably sharp and expressive in its ornamental sculpture." In front are the four Greek lions brought from the Piræus in 1687. The museum contains old arms and armor, instruments of torture, etc.

A visit should be made to the *Lido*, if only to get a better idea of the lagoons and islands, and of the approach to Venice by water. There are frequent steamers from the Riva (near the Ducal Palace) in 12 minutes. A tramway takes one in a few minutes from the landing-place to the Café and Bath House on the other side of the island, where one may enjoy a bath in the Adriatic for a franc. Return tickets, including tramway and bath, may be had for 1.50 *fr.*

An excursion may be made to *Murano*, a mile and a half to the north, where there is a *cathedral* (*S. Donato*) founded in the 10th century, altered and enlarged in the 12th, and much modified subsequently, but still retaining interesting remains of the early edifice. It is minutely described in "The Stones of Venice," vol iii. pp. 35–62. There is also a glass factory on the island. At *Torcello*, about seven miles north of Venice, there is another ancient cathedral, built in the 7th century, restored in 1008, and still preserving much of its original aspect. This church also receives much attention from Ruskin.

For interesting descriptions of all these islands, see "Venetian Life," which also gives an excellent picture of the city. Mr. F. Hopkinson Smith's "Gondola Days," illustrated by the author, will be enjoyed by visitors to Venice.

The Venezia-Padova electric tramway, connected with Venice by a small steamer which transports the passenger to the mainland in half an hour, gives a delightful trip to Padua in about an hour and a half.

Venice to Bologna

From Venice to Bologna is 100 miles by rail; 20.45 *fr.*, 14.30 *fr.* The road passes through *Padua* (p. 219) and *Ferrara*, where, if possible, a stop should be made. Between Padua and Ferrara (3 miles southwest of Battaglia station) is *Arquà*, where Petrarch died, and where his house and tomb are to be seen.

FERRARA was once a rich and populous city (it now has only about 30,000 inhabitants, or less than a third of what it had in its palmy days), and the seat of the illustrious Este family. Here Guarini, the author of "Pastor Fido," was born; and here Ariosto and Tasso resided, under the patronage of the Estes. In the library of the *Studio Pubblico* (University) is a portion of the "Orlando Furioso" in Ariosto's handwriting, with many corrections, and a copy of Tasso's "Gerusalemme Liberata," also with corrections; letters written by Tasso in prison; manuscripts by Guarini, etc. The house which Ariosto built, and in which he spent his later years, is No. 67 Via dell' Ariosto. His father's house is near the church of S. Maria di Bocche. The *Hospital of St. Anna* was the prison of Tasso for seven years, but the *cell* in which he is said to have been confined is a "sell" of the present century. The other notable buildings are the *Castle*, the scene of Byron's "Parisina"; the *Cathedral* (12th century), with an elegant façade and unfinished bell-tower; the churches of *S. Benedetto*, *S. Maria in Vado*, *S. Domenico*, and *S. Francesco*, chiefly interesting for the pictures they contain; and the *Palazzo Villa* (1492–1567) with the *Picture-Gallery* (daily, 10–3), in which there are good works by Garofalo, Dosso Dossi, and other Ferrarese artists.

BOLOGNA, the Roman *Bononia*, is a walled city with about 130,000 inhabitants. It contains many picturesque remains of mediæval architecture, and is noted for the number of its arcades. It was the seat of the "school of the Caracci," to which Guido and Domenichino also belonged.

The *Cathedral* (*St. Peter*) is of no special interest. The largest of the churches is *S. Petronio*, begun in 1390, but on too vast a scale to be completed. The interior is grand and impressive, and is rich in sculptures and paintings. *S. Domenico* contains the elegant tomb of that saint, with other monuments, Guido's among them. *S. Giacomo Maggiore*, *La Madonna di Galleria*, *S. Cecilia*, *S. Stefano*, *S. Maria dei Servi*, *S. Vitale ed Agricola*, *S. Giovanni in Monte*, *S. Bartolomeo*, and *S. Martino* are all noteworthy for their pictures, and most of them for their architecture. The *Picture-Gallery* (daily, 9–3) contains about 360 paintings, including many of the best works of the Bolognese school and the renowned St. Cecilia of Raphael. The *Palazzo Municipale*, begun in 1290, has a grand staircase by Bramante, and halls decorated with frescoes, statues, etc. Of the many other Palaces, the *Berilacqua-Vincenzi*, *Bacciochi*, and *Zampieri* (adorned with frescoes by the Caracci and Guercino) may be noted. In the Via Maggiore is a house built in 1825 by Rossini the composer; and the houses of Guercino and Guido are also pointed out. The *University*, founded in 1119, contains a large and valuable library, of which the polyglot Mezzofanti was once librarian. The *Town Library* is in the *Archiginnasio*, formerly occupied by the University. Here Galvani made the discovery which perpetuates his name. The *Museum of Antiquities* (daily, 10–3) is an excellent collection. The famous *Leaning Towers* are in a square, near the centre of the city, where several main streets meet. The *Torre Asinelli*, built in 1109, is 320 feet high and leans about 4 feet; there is a good view from the top. The *Torre Garisendi* is only 163 feet high, but leans about 10 feet. The *Loggia de' Mercanti* (Chamber of Commerce), not far from the towers, is an elegant Gothic structure of the 13th century. From *La Montagnola*, a public promenade on elevated ground, there is a fine view of the city. Outside the walls (a walk of less than a mile) rises *S. Michele in Bosco*, formerly a

monastery; and on another eminence, about three miles from the city, is the splendid pilgrimage-church of *La Madonna di S. Luca*, built in 1731. It takes its name from a picture of the Virgin said to have been painted by St. Luke. There is a colonnade of 635 arches along the height, which commands a grand prospect, stretching from the Apennines to the Adriatic. About a mile from the city is the *Campo Santo*, well worth a visit. The building is an old monastery (14th century), devoted to its present use in 1801. It is on the site of an Etruscan burial-ground, discovered in 1869.

From Bologna an excursion may be made to *Modena* and *Parma*. To the former it is 23 miles by rail; and thence to Parma, 31 miles. The excursion may be extended to *Piacenza*, 35 miles from Parma.

MODENA, the Roman *Mutina*, was formerly the capital of the Duchy of Modena. It has a Romanesque *Cathedral*, built 1099–1108, with a campanile (known as *La Ghirlandina*, from a bronze garland on the vane) 335 feet high, and one of the finest in Italy. Here "Tassoni's bucket" is kept, which was taken in a raid on Bologna, in 1325 — if it be "the true one." Tassoni was a native of Modena, and has a monument (1860) near the cathedral. In the *Albergo Arti* is the *Picture-Gallery*, which contains many good paintings, though no very famous ones; also a library rich in old MSS., and a collection of Roman and mediæval tombs, sculptures, inscriptions, etc.

PARMA is another ancient city, having been founded by the Etruscans, and afterwards made a Roman colony. In recent times it has been the capital of the Duchy of the same name. The *Cathedral* "is one of the finest Gothic churches in Italy, and vividly recalls Verona, while it has a unique and most beautiful feature in the three light-columned galleries that traverse the façade one above another" (Howells). The dome is adorned with an Assumption by Correggio, one of his last great works, and very beautiful, even

in its present half-obliterated condition. The adjacent *Baptistery* (1196–1270) is one of the best of its class in Italy. The church of *S. Giovanni Evangelista* is chiefly interesting for Correggio's frescoes in the dome, which are less injured than those in the cathedral. *La Madonna della Steccata* is a very handsome church, with celebrated frescoes by Parmeggianino. In the old *Convento di San Paolo* is another famous roof frescoed by Correggio, fortunately well preserved (best seen, 10–12).

The *Picture-Gallery* (daily, 9–4) has many excellent works of Correggio, Parmeggianino, the Caracci, and other masters; and the *Museum of Antiquities* is the best in Northern Italy. The *Library* contains more than 200,000 volumes and 5000 MSS., some of which are historically interesting. All these collections are in the *Palazzo della Pilotta* (16th century).

Piacenza, in French Plaisance, was the Roman *Colonia Placentia*. The *Cathedral* (12th century) is adorned with frescoes by Guercino and other masters. *S. Maria della Campagna* contains some admirable frescoes by Pordenone. *S. Sisto*, for which Raphael painted the "Sistine Madonna" (now at Dresden), has a copy of that picture, with others of less note. In the Piazza de' Cavalli are equestrian statues of the Dukes Alessandro and Ranuccio Farnese, erected about 1620. The *Palazzo del Commune* is a picturesque building of the 13th century.

Bologna to Florence

The railway crosses the Apennines from the plains of Lombardy to the valley of the Arno, and is a grand piece of engineering. There are forty-five tunnels, two of which are more than a mile long, with galleries, bridges, viaducts, and embankments in uninterrupted succession. There are beautiful views (mostly to the left) of the wild scenery of the Apennines, and farther on of the fertile plains of Tuscany, "the garden of Italy."

From Bologna to Florence is 82 miles (4–6 hours; 15.25 *fr.*, 10.30 *fr.*, 6.95 *fr.*; express, 17 *fr.*, 11.90 *fr.*). The most interesting place *en route* is *Pistoja*, where the railway joins that from Lucca and Pisa.

Pistoja, the Roman *Pistoria*, was an important city in the Middle Ages. It was early famous for its ironworks, and the *pistol* got its name from being invented here. The *Cathedral* has a fine exterior of black and white marble (13th century), but the interior has been restored in bad taste. It contains some elegant monuments, and sculptures, and a silver altar (1314–1466) unsurpassed in its way. The campanile was originally a fortified tower, and still bears the coats of arms of the old governors of the town. The *Baptistery* is a Gothic structure of the 14th century, with a large font probably a hundred years older. *S. Andrea* has sculptures of the 12th century on its façade, and a remarkable pulpit by Giovanni da Pisa (1298–1301). *S. Domenico*, *S. Francesco al Prato*, *S. Bartolomeo*, *S. Maria dell' Umiltà*, and *S. Giovanni Evangelista* are noteworthy for their paintings or sculptures, or both. The *Villa Puccini*, a mile from the city, has beautiful gardens, with works of art, etc.

Florence, in Italian Firenze, the Roman *Florentia*, is equally noted for the beauty of its situation and its attractions for the tourist. A concise enumeration of the more prominent objects of interest is all that we shall attempt. For even a hurried inspection of these a week will barely suffice, and a month would be a brief time for a less superficial survey.

The *Piazza della Signoria* is the historic as it is the business centre of Florence. Here Savonarola was hanged and then burned (1498). Here stands the *Palazzo Vecchio*, the old capitol of the republic, and subsequently the residence of Cosmo I. It was begun in 1298, and is a striking example of the Florentine castles of the Middle Ages. At the entrance is Bandinelli's group of Hercules and Cacus. The court is adorned with sculptured columns and an elegant fountain with

a figure by Verocchio. The great hall is frescoed by Vasari, and contains Passaglio's statue of Savonarola. Near the palace is a magnificent fountain, of the time of Cosmo I., and the equestrian statue of Cosmo by John of Bologna (1594). In the same square is the *Loggia dei Lanzi* (14th century), an open vaulted hall, beautiful in itself and for the masterpieces of sculpture which it enshrines. Adjacent to this is the *Portico degli Uffizi*, erected by Vasari (1560–74), adorned with statues of celebrated Tuscans. In the second story of the building is the famous *Uffizi Gallery* (daily, 10–4; 1 *fr.*, but free on Sunday), founded by the Medici, and one of the largest and choicest collections in the world. Catalogues may be obtained at the entrance (3 *fr.*). The hall known as the *Tribune* is the inner sanctuary of this temple of art ("the richest room in all the world, a heart that draws all hearts to it," as Hawthorne says), and contains the Venus de' Medici, the Dancing Faun, the Apollino, the Wrestlers, and other marvels of ancient sculpture; while in painting, Raphael, M. Angelo, Titian, Correggio, and other great masters are represented by some of their best works. Besides the paintings and sculptures, there is a rich collection of Etruscan and Italo-Grecian vases, and one of nearly 30,000 drawings by the great Italian masters; also cabinets of coins, gems, etc., accessible only by special permission. On the first floor of the building is the *Biblioteca Nazionale* (daily, except Sund., 9–4), which contains about 300,000 volumes and 8000 MSS., including much that is of great rarity.

On the opposite side of the river is the *Pitti Palace*, begun in 1440, by Luca Pitti, enlarged a century later by the Medici, further extended in the 16th and 18th centuries, and completed only in our own day. The *Picture-Gallery*, which is connected with the Uffizi Gallery by a covered way over the Ponte Vecchio (an additional fee), contains about 500 paintings, all good and many of them masterpieces. Catalogues, 3.50 *fr.*

Besides the pictures, there are beautiful sculptures, vases, mosaics, etc., scattered through the rooms.

The *Academy of the Fine Arts* (10–4, 1 *fr.*, but free on Sunday; catalogue, 2 *fr.*) has a collection which ranks next to the two just mentioned, and which is arranged chronologically. Here is Michael Angelo's famous "David," which stood formerly in front of the Palazzo Vecchio; and in the same room there is an interesting collection of casts of his other great works. The *Cathedral* (*Il Duomo* or *S. Maria del Fiore*) was begun in 1298 by Arnolfo di Cambio, and the work was continued by Giotto and Brunelleschi, the dome being the design of the latter. The length is 556 feet, the breadth through the transept 342, and the height to the top of the cross on the dome 352 feet. The façade after being half finished was taken down in 1586 to be replaced by a new one that was never erected. This deficiency is now supplied by the beautiful façade begun in 1875 and finished in 1884. The interior is grand and impressive, though the walls are quite bare of decoration. The stained glass is of the 15th century. There are many interesting monuments, statues, and other sculpture, bronzes, etc.

The *Campanile*, the unrivalled work of Giotto, is 292 feet high, coated with many-colored marbles and adorned with statues and reliefs by Donatello, Andrea Pisano, and other masters. From the top (1 *fr.* for 1 or 2 persons) there is a delightful view of the city and the surrounding country.

Opposite the Campanile is the *Bigallo*, a beautiful Gothic loggia (1352–58), now an orphan asylum.

The *Baptistery* (1352–58), at the west end of the cathedral, is remarkable for its bronze doors, especially those by Ghiberti; the one nearest the church being the subject of Michael Angelo's well-known eulogy. The mosaics of the dome within are interesting, but not easily made out in the dim light.

The church of *Santa Croce*, begun in 1294, completed in 1442 (except the façade, built 1857–63), is

"the Pantheon of Tuscany." It contains the tomb of M. Angelo, who is buried here; the monuments of Dante (buried at Ravenna), of Alfieri (by Canova), of Macchiavelli, of Galileo, and many of less fame; with paintings by Giotto, Andrea del Sarto, and others, and much admirable sculpture.

S. Lorenzo (1425–61), recently restored, is also rich in sculpture and paintings, but is specially famous for the tombs of the Medici adorned with M. Angelo's "Day and Night," "Morning and Evening," etc. These are in the "New Sacristy"; the monuments of others of the family being in the body of the church, in the "Old Sacristy," and in the splendid "Medici Chapel" (daily, 10–4; 1 *fr.*). In the cloisters, to the left of the church, is the entrance to the *Biblioteca Laurenziana* (9–3, except Sund. and festivals; 50 *c.* to custodian), remarkable for its old editions of classical authors, and especially for its rare and valuable MSS.

S. Marco is the church of the Dominican monastery to which Savonarola, Fra Bartolomeo, and Fra Angelico belonged. The suppressed monastery, now the *Museo di S. Marco* (daily, 10–4; 1 *fr.*, free on Sund.), contains famous frescoes by Fra Angelico, etc. In the refectory is the Last Supper by Ghirlandajo.

S. Maria Novella (1278–1371, the façade completed in 1470) is a large and elegant church, with many admirable frescoes and other paintings in the chapels and cloisters.

Other churches notable for their architecture or art treasures, or both, are *S. Spirito* (15th century), *S. Annunziata* (founded 1250, often altered, and now very elegant), *Or San Michele* (built for a corn-hall in 1284, converted into a church in 1337), *La Badia* (1625), and *del Carmine* (founded 1268, rebuilt after being destroyed by fire in 1771).

The *Palazzo Strozzi* (15th century) is one of the most imposing of the private palaces. The *Palazzo del Podestà* (commonly known as *Il Bargello*), built in the 13th century for the Podestà, or chief magistrate, and

in the 16th century used as a prison, now contains the *National Museum* (10–4; 1 *fr.*, free on Sund.), a collection intended to illustrate the "history of mediæval and modern culture in Italy." In the *Palazzo Riccardi* is the *Biblioteca Riccardiana*, rich in MSS. of much historic interest (9–5, daily, except Sund.). The *Museum of Natural Sciences* (Tues., Thurs., Sat. 10–3) is a very large and valuable collection; as is also the new *Archæological Museum* (daily, 10–4; 1 *fr.*, free on Sund.).

The *Casa Guidi*, long the residence of the Brownings, is in the Piazza S. Felice, near the Pitti Palace. The *house of Michael Angelo*, No. 64 in the Via Ghibellina, contains a small collection of pictures and antiquities; the house of *Dante*, where he was born (1265), is in the Via Dante Alighieri, No. 2; that of *Amerigo Vespucci*, in the Borgo Ognissanti; that of *Macchiavelli* is No. 16 in the Via dei Guicciardini (No. 17 was once the residence of the historian *Guicciardini*); that of *Galileo* is No. 13, Via Costa San Giorgio; that of *Bianca Capello*, No. 26, Via Maggio. These and other buildings of historic interest are marked by memorial tablets.

In the Piazza dell' Annunziata is the *Palazzo Riccardi-Manelli* (1565), associated with Browning's poem of "The Statue and the Bust." The *bust* exists only in the poet's fancy, but the *statue* is that of the grand-duke Ferdinand in the square. Opposite is the *Foundling Hospital*, with the famous medallions of infants in swaddling clothes by Andrea della Robbia.

The ancient *bridges* over the Arno will attract the stranger's attention. The oldest is the *Ponte alle Grazie*, built in 1235, recently restored. The *Ponte Vecchio* was rebuilt in 1362, and is remarkable for its double line of shops. The *Ponte S. Trinità* is a handsome bridge of the 16th century, with statues of the Seasons. The *Ponte alla Carraja* was originally built in 1218, but the present structure is of the 16th century. There are also two modern suspension bridges

of iron, the lower of which leads to the *Cascine*, the park of Florence, a favorite promenade, especially on Sundays and holidays.

The *Boboli Gardens* (open to the public on Sund. and Thurs. afternoons) are in the rear of the Pitti Palace. They were laid out in 1500, and are beautifully kept. From the more elevated points there are admirable views of the city and the suburbs.

The *Protestant Cemetery* contains the graves of Mrs. Browning, W. S. Landor, A. H. Clough, Theodore Parker, with many others of less note.

Of the many attractive excursions in the environs of Florence, we can barely allude to three or four. One should by all means take the drive (or walk) over the *Viale dei Colli*, the hilly road leading to the height of *San Miniato*, and thence by a different route back to the city. From the *Piazzale Michelangelo* at the highest point of the road (or from the interesting old church of San Miniato a short distance above) there is a most charming view of the city and the valley of the Arno. Other excursions are to the *Poggio Imperiale* (a mile from the Porta Romana), a villa of the Medici, now a girls' school, with the neighboring *Torre del Gallo*, used by Galileo as an observatory, and the *villa* where he lived and was visited by Milton; to *La Certosa* (a mile or two farther in the same direction), a large Carthusian monastery, built in the 14th century, on a hill commanding a most picturesque prospect; to the *Bello Sguardo* and *Monte Oliveto*, near each other, and a short walk from the city, both remarkable for the views they afford; and to *Fiesole* (4 miles or so), the ancient *Fæsulæ*, rich in Etruscan remains, and interesting also for its cathedral and other old churches. A day (or two days, if time permits) may be spent in a visit to the monastery of *Vallombrosa;* going by rail to *Pontassieve* (12 miles), thence by carriage or on foot to *Vallombrosa*, which is at an elevation of 3140 feet, about halfway up the *Pratomagno* mountain. The monastery (suppressed in 1869) was founded

about 1050, but the present buildings are of the 17th century. They are now occupied by a national school of forestry. The ascent of the Pratomagno (5223 feet) may be made from here in 4 or 5 hours (guide, 2 *fr.*), with many fine views on the way and from the top.

Florence to Rome

One has the choice of three railway routes to Rome: the quickest and cheapest via *Arezzo* and *Chiusi*, 196 miles, in 5½–8 hours (express fares, 35.30 *fr.*, 24.50 *fr.*, 15.85 *fr.*); or via *Pisa* and *Civita Vecchia*, 256 miles, in about 8 hours by express; or via *Siena* and *Orvieto*, 218 miles, in 12 hours (no express).

On the first of these routes, the most interesting places are *Arezzo* and *Cortona*, to which a day may be given if the traveller is not in haste to reach Rome. *Perugia*, 27 miles by rail from the direct route, may be visited by turning aside at *Terontola*.

Arezzo, the ancient *Arretium*, is 55 miles from Florence. It was the birthplace of Mæcenas; also of Petrarch (the house still stands in the Strada dell' Orte), Vasari, and the Aretini. The *Cathedral* (13th century) is an admirable piece of Gothic, with very beautiful painted windows, and contains some fine monuments, sculptures, and paintings. There are several other churches here worth visiting for their pictures, etc. The *Museum* is a good collection of Etruscan vases, bronzes, majolicas, etc. *Vasari's house*, in the Strada S. Vito, contains some of his works.

Cortona, 17 miles from Arezzo, is a very ancient town on a hill overlooking *Lago Trasimeno*, the *Lacus Trasimenus* of the Romans, and the beautiful Valle di Chiana. There are extensive remains of Etruscan walls, and the *Museum* contains many Etruscan bronzes, vases, inscriptions, etc., found in the neighborhood. The cathedral and several other churches are adorned with pictures by Fra Angelico, Signorelli, and later painters.

Perugia, the Roman *Perusia*, is another old Etrus-

can city, on a hill 1300 feet above the valley of the Tiber. From the terrace of the Prefettura (on the site of the ancient citadel) the prospect is remarkably fine. The *Sala del Cambio* in the Collegio del Cambio is a beautiful room, decorated with frescoes by Perugino. The *Cathedral* (S. Lorenzo) contains Baroccio's masterpiece, a Descent from the Cross, and the library is rich in MSS. *S. Domenico* is noted for some exquisite stained glass and the monument of Pope Benedict XI. *S. Pietro de' Casinensi*, outside the walls, is interesting for its architecture, and for its pictures, by Perugino, Parmeggianino, and others. The choir-stalls are admirably carved, and the choir-books contain good miniatures of the 16th century. *S. Severo*, *S. Bernardino*, *S. Francesco*, and *S. Angelo* are also interesting for their architecture or works of art. The *Fonte Maggiore* (1277) is one of the finest fountains of its period. The *Pinacoteca* is noteworthy for its Peruginos. In the *Antiquarian Museum*, in the University, there are some remarkable Etruscan urns, sculptures, etc. The *Arch of Augustus* is a Roman gateway with the inscription "Augusta Perusia." From this point the ancient walls, of Etruscan origin, may be easily traced. The old *Palaces* also deserve notice. The *house of Perugino* is in the Via Deliziosa, No. 18. About 3 miles from the city is the *Tomb of the Volumnii* (Sepolcro de' Volunni), one of the best existing specimens of Etruscan work, consisting of ten chambers hewn in the rock. A number of urns, lamps, etc., were found here, which may be seen at the neighboring villa of Count Baglioni. The locality appears to have been the necropolis of the ancient city.

About 15 miles from Perugia is ASSISI, the ancient *Assisium*, where Propertius was born B. C. 46 and Metastasio A. D. 1698. It is famous for the great Franciscan monastery, founded in 1228, and yet more for the treasures of art in its churches.

TERNI is 44 miles beyond Assisi, and 70 from Rome. The *Falls* may be reached by a walk of an hour and a

half, by tramway from Terni to *Cascate Marmore* (10 miles; 35 *centimes*), or by carriage. The locality is much infested by beggars and guides, equally importunate.

On the second railway route from Florence to Rome we pass through *Pisa*. At *Empoli*, about 20 miles from Florence, the third route diverges to SIENA (40 miles; 6.70 *fr.*, 4.60 *fr.*, 3.20 *fr.*), the *Sena Julia* of the Romans, situated on three connected hills, 1330 feet above the sea. Next to Rome, Florence, and Venice, it is "perhaps the most important town in Italy for the study of the art of the 13th-16th centuries." The *Piazza del Campo* (*Vittorio Emanuele*) in the centre of the town is mentioned by Dante ("Purg." xi. 134). It is enclosed by palaces, the most noteworthy of which is the *Palazzo Pubblico* (1289–1309), the interior adorned with frescoes by Sienese masters. The *Cathedral* (13th and 14th centuries) has a beautiful façade of colored marbles; and the marble pavement inside is unique, being covered with *graffito* designs by eminent artists (scriptural and classical scenes). The pulpit, choir-stalls, altar-canopy, etc., are also to be noted; and the *Library* is famous for its frescoes, its missals, etc. The *Opera del Duomo*, opposite the Cathedral, contains interesting sculptures, pictures, and other works of art. The *Palazzo del Governo* is famous for its archives, including 52,000 parchment charters, autographs, miniatures, etc. The *Instituto delle Belle Arti* is a valuable collection of paintings; and several of the churches are interesting for their architecture and art treasures.

If one goes (as we should do) from Florence to Rome either direct or *via Perugia*, he had better make an excursion to Pisa from Florence, taking a morning train and returning in the evening. Three or four hours will suffice for seeing the four great buildings at Pisa.

PISA is 49 miles from Florence; 10 *fr.*, 7 *fr.*, 4.55 *fr.* (express). Its chief attractions are the **Cathedral*, the **Campanile* or **Leaning Tower*, the **Baptistery*, and the

Campo Santo, "a group of buildings without parallel," and singularly situated withal, being at one corner of the town, not in its centre where we should naturally look for them.

The *Cathedral* was begun in 1063 and consecrated in 1118. In 1596 it was nearly destroyed by fire, except the choir, but was subsequently restored. It is 311 feet long, 106 wide, and the nave 109 feet high. The façade is magnificent, and the interior is at once imposing in general effect and exquisite in the details of its finish. The elaborate bronze doors were put up in 1602, after the fire; but one of the earlier ones (12th century) is to be seen in the south aisle. The great bronze lamp, which gave Galileo the hint of the pendulum, still hangs in the nave. There are many admirable pictures and other works of art in the church.

The *Baptistery*, the most elegant structure of the kind in Italy, was begun about 1153, but not completed till 1278. It is about 100 feet in diameter, and the height of the dome is 190 feet. The pulpit is the masterpiece of Nicola Pisano (1260), and the font is almost as beautiful.

The *Campanile* (1174–1350) is 178 feet high, and leans about 13 feet. Some have thought that the inclination was intentional, but it is pretty certain that it was caused by the unequal settling of the foundation, which the builders attempted to remedy in part by lengthening the columns on the lower side of the upper stories. The tower contains a peal of seven bells, the heaviest weighing six tons. There is an extensive view from the top.

The *Campo Santo* was begun in 1278 and completed in 1283. The cemetery which it encloses was founded nearly a century earlier, and contains many shiploads of earth brought from Mount Calvary. The building is 414 feet long and 171 broad, a vast corridor enclosing the "holy ground," adorned with sculpture and paintings, and filled with monuments, many of which are admirable works of art.

S. Caterina is a large and elegant church of the 13th century; *S. Stefano* (16th century) has a few excellent pictures and one of the finest organs in Italy; and *S. Maria della Spina* is an exquisite little edifice (built in 1230), with "its entire exterior surface so covered with statuary and figures in alto-relievo, that hardly an inch of naked wall can be seen, so that it looks, not like a building, but like a solid mass of white-robed saints and angels." The old *Palaces* are worthy of attention; and the *Academy of Fine Arts* contains some good pictures.

About 13 miles by rail from Pisa is LUCCA, a pleasant old town with many churches and other handsome buildings, and by no means poor in works of art. The *Baths of Lucca*, 12 miles distant, have been a popular resort for centuries. There are several villages in the district, of which *Ponte a Serraglio* is the most frequented.

LEGHORN, in Italian LIVORNO, is about 11 miles from Pisa; 2.15 *fr.*, 1.55 *fr.* (express). It is a busy commercial town, with little to attract the tourist. The sea-breezes make it a comfortable place in summer, when it is thronged with people from Rome, Florence, Bologna, etc. Smollett, who died here just after finishing "Humphrey Clinker," is buried in the cemetery of the English chapel.

From Pisa to Rome there is a *train de luxe* three times a week, 6 h. 40 m. First class only, extra price 14.95 *fr.*

Between Pisa or Leghorn and Rome there is nothing of special interest for the traveller whose time is limited. There are fine views of the sea (on the right, of course) after passing Cecina. The island of *Elba* may be seen in clear weather.

Rome and its Vicinity

Rome was not built in a day, and it cannot be "done" in a day; nor in a week, unless in the most hurried way. Ten days will possibly suffice for a

glance at the chief objects of interest. One who can remain long enough to see the city somewhat at leisure will need a local guide-book. The best one is unquestionably Hare's "Walks in Rome," though Murray's is of course excellent. Baedeker's "Central Italy" (which devotes some 250 pages to Rome and its vicinity) is the most convenient for the pocket. Hare's book should by all means form a part of the tourist's preparatory reading; and Story's "Roba di Roma" may well be added. Hawthorne's "Marble Faun" (known in England under the title of "Transformation") contains many charming descriptions of Roman scenery and life. Of the "Italian Note-Books," almost one half is devoted to Rome. For the study of the ancient city Lanciani's "Ancient Rome in the Light of Recent Discoveries" is unique and indispensable. It should be read before going abroad, if one cannot take it with him. Other very interesting books on Roman archæology by the same author are "Pagan and Christian Rome," "The Ruins and Excavations of Ancient Rome," "New Tales of Old Rome," "The Golden Days of the Renaissance in Rome," and "Wanderings in the Roman Campagna." Platner's "Topography of Ancient Rome," Helbig's "Guide to Public Collections of Classical Antiquities in Rome," and Hülsen's "Roman Forum" are also most valuable.

In selecting the Roman sights for ten days — or a very busy week perhaps — no two persons familiar with the ground would probably make the very same list. But there are certain things on which all would agree, and these we shall concisely describe, with brief notes on others of minor interest. We begin with the five great basilicas.

Of the churches, *St. Peter's* is of course *facile princeps*. It stands on the site of the circus of Nero, where many Christians were martyred and where St. Peter is said to have been buried after his crucifixion. An oratory was founded here as early as A. D. 90, and in A. D. 306 a basilica was begun by Constantine the Great,

which, though only half the size of the modern cathedral, was the grandest church of that time. The crypt is now the only remnant of this early basilica, which suffered severely at the hands of the Saracens in 846, and was demolished by Julius II., who began the present edifice in 1506 from designs by Bramante. The work went on, with various changes in the plan and under several architects, until Paul III., "being inspired by God," as Vasari says, entrusted it to Michael Angelo, then nearly 72 years old. He labored upon it for 17 years, and began the dome on a new plan, which was modified subsequently by Giacomo della Porta, who unquestionably improved it by making it loftier and lighter. Only the façade now remained unfinished; but Carlo Moderno, the next architect, stupidly returned to the plan of a Latin cross which had been several times adopted and rejected by his predecessors, and lengthened the nave in front before adding the façade, thus spoiling the view of the dome from that side. The church was dedicated by Urban III. in 1626, the colonnades added by Alexander VII. in 1667, and the sacristy by Pius VI. in 1780. The expense of the work was so heavy (that of the main building being estimated at fifty millions of dollars) that Julius II. and Leo X. resorted to the sale of indulgences to raise the money, and this led to the Reformation.

The church is 696 feet in length (including the portico) and 450 in breadth through the transepts. The height of the nave is 150 feet, and of the interior of the dome, with the lantern, 403 feet. The extreme height to the top of the cross is about 435 feet. The diameter of the dome is 138 feet, being about 5 feet less than that of the Pantheon. On the roof there is quite a village of small houses, occupied by custodians and workmen. A staircase leads to the ball, which will hold 16 persons. The dome may be ascended on week days, 8–11; permit required except on Saturday.

It is a familiar fact that the interior of the church does not at first sight seem so vast as it really is. The

statues and ornaments which one naturally takes as standards of measurement are themselves of unusual proportions — "the angels in the Baptistery are enormous giants; the doves, colossal birds of prey" — and it is only by observing the living, moving figures that we begin to get an idea of the immensity of the edifice. Gradually it expands until it fills the full measure of our anticipations, if indeed it does not exceed them. It is only, however, after repeated visits that it reveals its complete grandeur; so that, if possible, one should return to it again and again during his sojourn in Rome. And he should not fail to see the exterior of the church *from the rear*, where it dwarfs all the surrounding buildings, and where alone a good *near* view of the dome is to be had.

The *Lateran*, or church of *San Giovanni in Laterano*, takes the precedence even of St. Peter's in ecclesiastical rank, being, as the inscription on its façade sets forth, "OMNIUM URBIS ET ORBIS ECCLESIARUM MATER ET CAPUT." It is the church of the Pope as Bishop of Rome, and here his coronation formerly took place. It is the fourth basilica on the site. The first, consecrated in 324, was destroyed by an earthquake in 896; the second, built 904–11, was burned in 1308; it was rebuilt, but burned again in 1360; and in 1362–70 the present edifice was erected. The interior has been recently restored. The façade was built by Galilei, in 1734. The *cloisters* of the adjacent *Monastery* are beautiful work of the 12th century. The *Museum* (10–1 or 3; 1 *fr.*) contains collections of old sculptures and Christian antiquities, with copies of pictures from the catacombs, etc.

Near the Lateran, in a small building, is the *Scala Santa*, a flight of 28 marble steps, reputed to be from the house of Pilate and to have been trodden by the feet of Jesus. They were brought to Rome, it is said, by Helena, the mother of Constantine, in 326. No one is allowed to ascend them except on his knees.

In the Piazza to the west of the church is the *Obe-*

lisk erected at Thebes by Thothmosis III. (B. C. 1597–60), and brought to Rome by Constantius in 357. It is the largest in the world, being 104 feet high (153 with the pedestal) and weighing about 600 tons. It was erected here in 1588.

Santa Maria Maggiore, also known as the *Liberian Basilica* from its founder Pope Liberius, first built in 352–366, was rebuilt in 432–440, and in spite of many alterations retains much of its ancient character. The tribune with its mosaics was added in 1292 (restored 1575), the campanile renewed in 1376, and the west front erected in 1741. The nave, 280 feet long and 60 broad, with the long line of marble columns on either side surmounted by a frieze of mosaic pictures (5th century), is "both very simple and very grand." The pavement is of "the most glorious opus-alexandrinum, and its crimson and violet hues temper the white and gold of the walls." The panelled roof is gilt with the first gold brought to Spain from South America, a present to the Pope from Ferdinand and Isabella. In the right transept is the elegant *Sistine Chapel*, and opposite to it the *Borghese Chapel*, no less resplendent with all manner of precious marble, lapis lazuli, agate, and the like.

Near S. Maria Maggiore is the church of *S. Antonio Abbate* (the tutelary saint of animals), to which horses, mules, cows, etc., were formerly brought during the week following the feast of the saint (Jan. 17) to be blessed and sprinkled with holy water. On the 23d, the horses of the Pope and of all the Roman grandees were sent here for this purpose.

S. Lorenzo fuori le Mura is a basilica on the site of an oratory built by Constantine to mark the burial-place of St. Laurence. It was erected by Pelagius II. in 578, and after being repeatedly enlarged was at length so much altered by Honorius III. in 1216 that the old basilica became merely the choir or tribune of a more important church. It has since been modified and restored by Nicolas V., Innocent X., and Pius

IX. (1864-70). The mosaic frieze of the portico is of the 13th century; the figures in the pediment, recently added, represent the founders and patrons of the church, from Constantine to Pius IX. The rich mosaic pavement of the nave is of the 10th century; the two splendid *ambones*, inlaid with serpentine and porphyry, are of the 12th. The nave is the basilica of Honorius III.; in the rear of this, and on a lower level, is the earlier church of the 6th century, with its elegant fluted columns of pavonazzetto. Under the high altar is the silver shrine reputed to contain the remains of St. Laurence and St. Stephen; and behind the altar is the tomb of Pius IX.

The *Cemetery of St. Lorenzo*, adjoining the church, is the great modern burial-ground of Rome.

S. Paolo fuori le Mura (St. Paul outside the Walls) is a magnificent basilica, which marks the spot where the Apostle is believed to have been buried. Constantine first built an oratory here, which was enlarged into a basilica in 386, and restored by Leo III. in 795–816. In 1823 it was almost totally destroyed by fire, but has since been rebuilt. Unfortunately the explosion of a powder magazine, in the neighborhood, in 1891 shattered all the beautiful painted windows in the basilica. The chief façade is adorned with mosaics, completed in 1875. The interior, supported by eighty granite columns, is most striking and magnificent. The triumphal arch between the nave and transept, with its mosaics, is a relic of the old basilica (440), and the mosaics of the tribune are of the 13th century. The canopy of the high altar was erected in 1285. The adjacent *cloister*, of the 12th century, is very beautiful, and contains Christian and other antiquities.

S. Clemente "retains more of the details belonging to primitive ecclesiastical architecture than any other church in Rome." The present building was erected in 1108; but beneath this is the *lower church*, which is probably the one mentioned by St. Jerome in 392 as occupying this site. It is adorned with frescoes of dif-

ferent periods. Below this crypt are the remains of buildings of the Imperial Age, and still lower are some of Republican origin. The Chapel of the Passion (in the upper church) contains frescoes by Masaccio which, though restored, are much admired. The mosaics of the tribune (12th century) are also to be noted. The church of *Ara-Cœli*, or *S. Maria in Ara-Cœli*, is mentioned as early as the 8th century. It takes its name, it is said, from an ancient altar (enclosed in the present altar of the Chapel of S. Elena), bearing the inscription "Ara Primogeniti Dei," reputed to have been erected by Augustus. According to a legend of the 12th century, the Sibyl of Tibur appeared to the emperor on this spot, when the senate was about to deify him, and revealed to him a vision of the Virgin and her son. "The interior is vast, solemn, and highly picturesque. It was here, as Gibbon himself tells us, that on the 15th of October, 1764, as he sat musing amidst the ruins of the Capitol, while the barefooted friars were singing vespers, the idea of writing the 'Decline and Fall' of the city first started to his mind." The church contains many interesting monuments and several good pictures. Here, too, the *Santissimo Bambino* has his shrine, and is displayed in the manger during the Epiphany. At other times it may be seen in the inner sacristy.

S. Maria del Popolo occupies the site of the tomb of Nero. It is in the handsome *Piazza del Popolo*, in the centre of which stands the *obelisk*, "oldest of things, even in Rome," erected here by Sextus V. in 1589, but originally brought from Egypt and set up in honor of Apollo by Augustus. A church was built here in the 11th century, and the present edifice in 1480. It was modernized by Bernini (about 1660), but still retains much of the beautiful work of the 15th century. The interior is "a perfect museum of sculpture and art." The adjacent Augustine convent was the residence of Luther while he was in Rome.

On the left side of the piazza rise the terraces of the

Pincian Hill, adorned with rostral columns, statues, and marble bas-reliefs, interspersed with cypresses and pines. "A winding road, lined with mimosas and other flowering shrubs, leads to the upper platform, now laid out in public drives and gardens, but till twenty years ago a deserted waste, where the ghost of Nero was believed to wander in the Middle Ages. Hence the Eternal City is seen spread at our feet, and beyond it the wide-spreading Campagna, till a silver line marks the sea melting into the horizon beyond Ostia."

S. Pietro in Vincoli (St. Peter in Chains) was founded in 442 by the Empress Eudoxia, for the reception of the chains that had bound St. Peter in prison. It has suffered greatly from alterations at various periods, but the interior is still imposing. The Doric columns in the nave were taken from the Roman baths that occupied the site. Of the monuments the most remarkable is that of Julius II., with Michael Angelo's famous statue of Moses.

S. Prassede was erected in 822 on the site of an earlier church. It fell into ruin while Avignon was the papal residence, and has been seriously injured since by alterations. It is chiefly noteworthy for the splendid chapel known as the *Orto del Paradiso*, decorated with mosaics on a gold ground (10th century). It contains the column to which Christ is said to have been bound. Ladies are not admitted to the chapel except on the Sundays in Lent; at other times they can look through a grating. The tribune, which is reached by steps of beautiful rosso-antico, is covered with mosaics of the 9th century. In the sacristy there is a painting of the Scourging of Christ, by Giulio Romano. This is the church of "St. Praxed," in which Browning's Bishop "orders his tomb." The tomb of Cardinal Cetive (1474), with his sleeping figure, reminds us of the design in the poem.

S. Maria sopra Minerva, built in 1370 on the ruins of a temple of Minerva (lately restored), is the only

important Gothic church in Rome. "The chapels are a perfect museum of relics of art and history." *Il Gesù*, the principal church of the Jesuits, is one of the most gorgeous in Rome, and has a handsome ceiling by Baciccio. *S. Maria della Pace* (15th century) contains Raphael's Sibyls, one of his best works, "skilfully freed from 'restorations' by Palmaroli in 1816." *S. Onofrio* (1439) has frescoes by Domenichino, a beautiful Madonna by Leonardo da Vinci, and other good pictures. Tasso is buried in this church; also the poet Guidi and Cardinal Mezzofanti. *S. Agnese fuori le Mura* (built in the 7th century, altered in the 15th) was re-decorated as a thank-offering by Pius IX., who fell through the floor of the church into the cellar, April 15, 1855, without serious injury. He also rebuilt the monastery. The accident is represented in a large fresco by Tojetti in a chamber on the right of the courtyard. *S. Agostino* (15th century, altered in 1740) contains Raphael's fresco of Isaiah. *S. Stefano Rotondo* (5th century) is interesting for its quaint frescoes representing the early martyrdoms. Below the church of SS. Giovanni e Paolo several strata of buildings have been found, concealed hitherto for 700 years, two private houses, an early Christian oratory, and a mediæval chapel. They are well worth a visit. At the head of the steps leading up to *S. Gregorio*, "St. Augustine took his last farewell of Gregory the Great, and, kneeling on this greensward below, the first missionaries of England received the parting blessing of the great pontiff, as he stood on the height in the gateway." *S. Marcello* has some fine modern monuments, with the Creation of Eve and other masterpieces of Pierino del Vago. *S. Pudentiana*, supposed to be the most ancient of the Roman churches, but much altered and modernized (the graceful campanile is of the 12th century), contains in the tribune some mosaics of the 8th century (others say of the 4th) which are perhaps the best of all ancient Christian work of that kind. In 1865 excavations under the church disclosed construc-

tions supposed to belong to the house of Pudens (the friend of Paul and the host of Peter) and of the oratory dedicated A. D. 145. *S. Maria in Trastevere* (founded in 224, rebuilt in 340 and again in 1139) is noteworthy for its mosaics of the 12th century, etc. *S. Maria degli Angeli* is a vast and magnificent church, formed by M. Angelo out of one of the great halls of the Baths of Diocletian. It contains Houdon's statue of St. Bruno and many large pictures brought from St. Peter's, where they were replaced by mosaic copies. *S. Trinità de' Monti* (on the Pincian Hill) is noted for the singing of the nuns (of the convent connected with the church) at vespers on Sunday.

The *Palace of the Vatican* has been the residence of the Popes since their return from Avignon. There was a palace on the same site much earlier, perhaps in the time of Charlemagne, which was rebuilt by Innocent III. and enlarged by Nicholas III. in the 13th century; but the Lateran continued to be the papal residence until 1377. Since that time the Vatican has been enlarged by one pontiff after another until it has become the most extensive palace in the world. Its length is 1151 feet, its breadth 767, and it is said to contain 11,000 rooms, large and small.

The art collections in the palace are accessible by permits (*permessi*) obtained at the office of the Maggiordomo in the building. A fee of 1 *fr.* is charged for the museums, except on Sunday.

The *Museum of Sculpture* includes the *Galleria Lapidaria*, with 3000 ancient inscriptions, many statues, sarcophagi, etc.; the *Museo Chiaramonti* and *Braccio Nuovo*, with more than 600 statues, busts, and other sculptures; the *Museo Pio-Clementino*, in which are the most famous antiques (the Apollo Belvedere, Laocoön, etc.); and the *Museo Gregoriano*, devoted to Etruscan antiquities. The *Picture-Gallery* contains about fifty choice paintings, among which are Raphael's Transfiguration and Madonna del Foligno, and Domenichino's masterpiece of the Last Communion

of St. Jerome. The *Loggie of Raphael* are corridors, decorated with frescoes by Raphael and his pupils, and the *Stanze* are a series of rooms frescoed by the same master; all famous works, but more or less faded and defaced.

The *Cappella Sistina* or *Sistine Chapel*, built in 1473 by Sixtus IV., is 133 feet long and 45 wide. The upper part of the side walls is decorated by Perugino, Ghirlandajo, and other great Florentine masters, and the entire ceiling is covered with the renowned frescoes of Michael Angelo. On the altar wall is the great fresco of The Last Judgment, which he painted many years later, and which occupied him for seven years. All these pictures have suffered from dampness and the smoke of candles and incense.

The *Library* of the Vatican (daily, except Sunday, 10–3; on Saturday, 10–1) has the most valuable collection of MSS. in the world, more than 26,000 in number, together with about 50,000 printed books. None of these can be examined except under onerous restrictions. Some of the halls are adorned with frescoes, and there are many antiquities and curiosities that are open to the inspection of visitors.

The *Studio del Mosaico*, or papal manufactory of mosaics, may be visited by permission obtained of the Maggiordomo of the Vatican (week days, 8–11).

The *Capitol*, which is 160 feet above the sea level, is best approached from the Piazza Ara-Cœli, by the grand staircase known as *La Cordonnata*, which in its present form dates from 1536. At its foot are two lions of Egyptian porphyry; at its head the ancient colossal statues of Castor and Pollux. Beyond these on either side are the sculptures misnamed "the Trophies of Marius" and the statues of Constantine and his son from the Baths of Constantine on the Quirinal. The open space here is the *Piazza del Campidoglio*, the ancient *Intermontium*, where Brutus harangued the people after the murder of Cæsar. In the centre is the celebrated statue of Marcus Aurelius,

"the only perfect ancient equestrian statue in existence." It owes its preservation to the fact that it was long supposed to be a statue of Constantine. On the right is the *Palace of the Conservatori*, on the left the *Museum of the Capitol*, both designed by M. Angelo; between the two, occupying the third side of the square, is the *Palace of the Senator*, on the site of the ancient Tabularium. The fountain at the foot of the stairs is adorned with statues of river-gods, the Tiber and the Nile. The tower contains the great bell which is rung only to announce the opening of the carnival or the death of a pope.

The *Capitoline Museum* is accessible daily (10–3, 50 *c.*; but free on Sund. 10–1). The collection of sculptures is less extensive than that of the Vatican, but includes some of the most famous antiques, as the Dying Gladiator, the Venus of the Capitol, the Faun of Praxiteles, the Antinous, etc. There is also the rich collection of busts and statues of Roman emperors and empresses, statesmen, philosophers, etc., "perhaps the most interesting portrait gallery in the world."

The *Picture-Gallery* in the *Palace of the Conservatori* (same times and terms) contains a beautiful St. Sebastian by Guido and Guercino's St. Petronilla, but most of the pictures are inferior. There is also a fine collection of sculptures, including the Bronze Wolf of the Capitol, and other famous antiques, with many articles found in the recent excavations.

Descending from the Capitol, we reach the *Forum Romanum;* open daily after 9 (1 *fr.* except on Sund.). Its original surface, 26 feet below the present level, has been cleared by excavations. The chief objects of interest here are the *Arch of Septimius Severus*, erected A. D. 203 by the Senate in honor of his victories in the East; the three fine columns of the *Temple of Vespasian;* the *Temple of Saturn* (dating in its present form from about 44 B. C.), of which 8 granite columns remain; the *Column of Phocas*, erected in 608, but taken from a more ancient edifice; the *Temple of*

Castor and Pollux (dedicated 484 B. C., restored by Tiberius), a beautiful fragment consisting of 3 Corinthian columns with a very rich entablature; the remains of the splendid *Basilica of Constantine*, three great arches (fine view from the top); the *Temple of Faustina* (erected by Antoninus in 141), 6 of the columns of which form the portico of the church of S. Lorenzo in Miranda; the *Arch of Titus*, commemorating the conquest of Jerusalem; the circular temple erected by Maxentius to his son Romulus, now a part of the church of SS. Cosmo e Damiano (which should be added to the list of interesting churches); the *Atrium Vestæ*, or Palace of the Vestal Virgins (excavated in 1883–84); the *Temple of Venus and Roma* (erected by Hadrian, in 135), fragments of which are to be seen behind the church of S. Francesca Romana; with columns, pavements, foundations, etc., of many other structures more or less interesting to the classical student and the antiquarian. The latest excavations in the Roman Forum, including the stele and black stone of Romulus, the Fons Juturnæ and the shrine of Juturna, the Basilica Æmilia, the Chapel of Santa Maria Antiqua, and the House of the Vestal Virgins, are of extraordinary interest. Hülsen's "Roman Forum" is a valuable guide-book, but if one's time is limited, it is well to join some of the parties which visit the Forum and Palatine, with a guide who explains everything by interesting lectures.

The Arch of Titus was at the summit of the *Via Sacra* ("in summa Via Sacra"), which led from the southern gate of Rome to the Capitol, and was the route by which triumphal processions passed to the Temple of Jupiter. Between the Arch and the Coliseum (which is beyond the Forum to the south) the ancient pavement of the Sacred Way, composed of huge blocks of lava, still remains. Recent excavations have laid bare the original stones, and show the course of the Way through the Arch of Tiberius (whose foundations were disclosed in 1901), by several curves,

up the Capitoline Hill to the Temple of Jupiter Capitolinus.

The *Coliseum* (or *Colosseum*), originally called the Flavian Amphitheatre, was begun by Vespasian in A. D. 72, and dedicated by Titus 8 years later. It is the largest structure of the kind ever built, being capable of seating from 40,000 to 50,000 spectators. Though scarcely a third of the original edifice remains, it is by far the most imposing monument of antiquity that the Imperial City has to show.

Close to the Coliseum is the *Arch of Constantine* (erected after the victory over Mezentius, A. D. 311), the best preserved and the most elaborate of the Roman arches. The sculptures of the upper part were taken from an arch of Trajan, and illustrate the life of that emperor.

The *Forum of Trajan* is marked by the stately *Column of Trajan*, erected A. D. 114. It is covered with a spiral band of bas-reliefs commemorating the Dacian wars. The statue of the emperor was replaced by that of St. Peter in the time of Sixtus V.

The *Forum of Augustus* and that *of Nerva* contain a few beautiful fragments of ancient architecture. In the *Forum of Cæsar* is the *Academy of St. Luke* (10–3, except Sat.), containing some fine paintings, with sculptures, casts, etc.

On the Palatine Hill are the extensive remains of the *Palace of the Cæsars*, which covered the whole hill, and in the time of Nero portions of the neighboring ones. Excavations have been carried on here at various times, and important discoveries made; and the work is now prosecuted by the Italian government. This is one of the most interesting places in all Rome. Visitors are admitted daily from 9 A. M. until dusk (1 *fr.*; free on Sund.); the entrance is in the Via San Teodoro.

The *Pantheon* is the most perfect of the ancient buildings in Rome. It was built B. C. 27 by M. Agrippa, and restored by Septimius Severus and Caracalla,

about A. D. 202. It was struck by lightning in the reign of Trajan and was restored by Hadrian, to whom is due the whole of the present circular building with its fine dome. The portico alone is unaltered. In 608 it was consecrated as a Christian church, but in 1087 was used as a fortress by one of the rival popes. It was restored in the 14th century, and again in the 17th, but the gilt bronze ceiling of the portico (weighing more than 450,000 pounds) was removed to make the baldacchino of St. Peter's and cannon for St. Angelo. It suffered further spoliation under Benedict XIV., who carried off much of the precious marble to adorn other buildings. The ancient bronze doors still remain. The interior is a rotunda, 140 feet in diameter, lighted only by the circular opening (30 feet in diameter) in the centre of the dome. The church has become "the burial-place of painters," Raphael and A. Caracci being among the number. Victor Emmanuel and King Humbert are also buried here. At the back of the Pantheon are the ruins of the *Baths of Agrippa*, exhumed in 1881–82.

The *Baths of Caracalla* (open daily after 9, or 10 on Sund.; 1 *fr.*, but free on Sund.) form "the largest mass of ruins in Rome, except the Coliseum." They were begun A. D. 212 by Caracalla, and completed under Alexander Severus. They covered 2,625,000 square yards, and could accommodate 1600 bathers. Here have been found many treasures of art now in the museums of Rome and Naples. From the top of the wall of one of the large halls there is a fine view of the ruins and the Campagna. It was here that Shelley wrote his "Prometheus Unbound."

The *Baths of Diocletian*, near the railway station, were also of vast extent. Here is the *National Museum of the Baths* (open daily 10–4, 1 *fr.*; Sund. 10–3, free), rich in antiquarian objects.

The *Kircherian Museum*, an extensive ethnographical and prehistoric collection (open daily 10–3, 1 *fr.*; free on Sund.), near the Corso, is also noteworthy.

Remains of the *Cloaca Maxima*, built by Tarquinius Priscus about 2400 years ago to drain the marshes of the Velabrum, may be found near the church of S. Giorgio in Velabro; and its mouth is to be seen on the Tiber, a little above the so-called Temple of Vesta. This graceful little edifice is about 50 feet in diameter, and the Corinthian columns are 32 feet high. It is now the church of *S. Maria del Sole*. In the same neighborhood is the so-called *Temple of Fortuna Virilis*, which for nearly a thousand years has been the church of *S. Maria Egiziaca;* also the picturesque structure known as the *house of Rienzi*. From the *Ponte Rotto* near by (on the site of the ancient Pons Æmilius) there are good views up and down the river.

The ruined *Aqueducts* that stretch their long lines of arches over the Campagna, towards the Alban and Sabine hills, may be visited in excursions from the city, if time permits.

Of ancient *mausolea* and *tombs*, the most imposing is that of *Hadrian*, now the *Castle of St. Angelo* (open daily 10–4, 1 *fr.*). It was begun by Hadrian, and completed by his successor Antoninus Pius, A. D. 139. The present fortress is the mere skeleton of the magnificent structure; but a thorough restoration of the interior was begun in 1901. The *Ponte S. Angelo* is the Pons Ælius of Hadrian, built as an approach to the mausoleum. It is almost wholly ancient, except the parapets.

The *Tomb of Caius Cestius* (who died before B. C. 12) is near the gate of S. Paolo, and enclosed in the wall of Aurelian. It is a brick pyramid cased with marble, and is 116 feet high, with a base 98 feet square. It is almost as perfect as on the day it was finished. In the *old Protestant Cemetery*, at its foot, is the grave of Keats, and in the *new*, the tomb which holds the ashes of Shelley. Between the cemetery and the river rises *Monte Testaccio*, 115 feet in height, entirely composed of broken pottery. The fine view from the top is now marred by new buildings near by.

The *Tomb of the Baker Eurysaces*, near the Porta Maggiore, is in the form of a baker's oven, and covered with symbols of his trade, and bas-reliefs illustrating it. It was probably erected in the last years of the Republic.

The *Tomb of the Scipios* is near the Porta S. Sebastiano; the sarcophagus found in it (replaced by a model) is in the Vatican. In the adjacent Vigna Codini are three *Columbaria*,[1] in remarkable preservation; and close to the gate is the *Arch of Drusus* (so called), above which are remains of the aqueduct that supplied the Baths of Caracalla.

Of the *Catacombs* the most interesting are those *of St. Calixtus*, on the Appian Way, a mile or more from the Porta S. Sebastiano. They can be visited daily (1 *fr.* including guide). The *Catacombs of Domitella* (daily, 1 *fr.*) and of *St. Prætextatus* are near those of Calixtus. Those of *S. Sebastiano* are under the church of that saint (in the same neighborhood). The *Catacombs of St. Agnes*, not far from S. Agnese fuori le Mura (p. 251), are perhaps next in interest to those of Calixtus and *Domitella*, and are shown by the sacristan.

For fuller information concerning ancient Rome, we must refer the tourist to the "Walks in Rome," Lanciani's "Ancient Rome," and other works mentioned above.

The *Villa Umberto Primo*, formerly *Borghese*, outside the Porta del Popolo, is noted for its beautiful grounds, which are a favorite promenade connecting with that on the Pincian Hill by an embankment and bridge opened in 1908. The Casino (1 *fr.*) contains the picture-gallery formerly in the *Palazzo Borghese* (daily, 10 to 4. Mar. 1 to Aug. 31, 12 to 6; 1 *fr.*; *Sund.* 10–1, free). It is now an important National Museum, and is arranged according to schools. Among the masterpieces are Titian's Sacred and Profane Love, Raphael's Entombment, Correggio's Danaë, etc.

[1] These are tombs with little niches like pigeon-holes (whence their name) for the cinerary urns.

There is also an interesting collection of statuary, vases, etc. The decorations of the rooms are very beautiful. The Casino was built by Vansunzio for Cardinal Borghese, nephew of Paul V. (1605–1621).

The *Palazzo Barberini* (daily 10–4.30, 1 *fr.*), built by Urban VIII., is a large and magnificent structure, but chiefly notable for a small picture-gallery, the gems of which are Raphael's Fornarina, and Guido's Beatrice Cenci. The *library* contains 7000 MSS., many of which are rare.

The *Palazzo Colonna* also contains a picture-gallery (Thurs. and Sat. 11–3), well worth a visit. The *gardens* are delightful, and the terrace commands a fine prospect.

In the *Palazzo Doria* there is a collection of nearly 800 pictures (Fri. 10–2, 1 *fr.*), a few of which are excellent. They include Velasquez's celebrated portrait of Pope Innocent X., and some fine landscapes by Claude Lorraine. The gallery of the *Palazzo Sciarra* (accessible only by special permission) is small, but includes half a dozen celebrated pictures: Fra Bartolomeo's Holy Family, Raphael's Violin Player, Caravaggio's Gamblers, Luini's Modesty and Vanity, Titian's Bella Donna, and Guido's Magdalen. The *Palazzo Spada* (not always accessible) has a collection of antiquities, among which is the famous *statue of Pompey* (believed to be the one at whose feet Julius Cæsar fell), and a picture-gallery of no special interest. The *Palazzo Rospigliosi* contains many treasures of art, which are to be seen only by special permission; but the Casino, which is noted for having Guido's Aurora on the ceiling of the hall, is open on Wed. and Sat. 9–3 (1 *fr.*). The *Palazzo dei Lincei* (formerly *Corsini;* daily 10–4, 1 *fr.*; Sund. 10–2.30, free) has many pictures, with some choice ones, by Carlo Dolce, Titian, Guido, and others.

The *Villa Albani*,[1] now closed to the public, is fa-

[1] For admission to the Villas Albani and Farnesina, one should inquire at his hotel; also for possible changes in the times and conditions for visiting other art collections, etc.

mous for its Casino, which is itself a splendid palace, rich in art treasures, especially ancient sculptures. The *National Museum in the Baths of Diocletian*, which includes the superb Boncompagni-Ludovisi Collection, is intended primarily to receive antiques found within the city limits. It contains very many objects of unusual interest and beauty. The *Villa Farnesina* (Mon., Wed., Fri., 10–3.30, 1 *fr.*) contains frescoes designed by Raphael, and painted by Giulio Romano and Francesco Penni, and Raphael's own Galatea. The *Villa Doria-Pamfili* (accessible Mon. after 1, Fri. 10–2, to pedestrians and *two-horse* carriages), on the Janiculum, has extensive grounds, admirably laid out, and is a favorite resort of the Romans, who call it "Belrespiro." The public gardens on the Janiculum (above the church of *San Pietro in Montorio*) should be visited for the remarkable view of Rome they command. The *Villa di Papa Giulio* outside the walls, built for Pope Julius III. by Vignola with the assistance of Michael Angelo, was fitted up in 1888 for a Museum of Antiquities. It is a typical mediæval villa, and contains some exquisite Greek fragments. The Museo Barracco on the Corso Vittorio Emanuele (Tues. and Fri. 10–2) is a small Greek building opened in 1905 for the choice collection of antiquities presented to the city by Senator Barracco. Here are very beautiful original Greek sculptures and a few from Babylon, Assyria, and Egypt, everything very rare and admirably selected. It is said to contain the best Greek art in Rome.

A few of the most interesting excursions in the environs of Rome are the following: (1) along the *Via Appia* to the Catacombs of St. Calixtus and the Tomb of Cæcilia Metella, with the ruins of the *Circus of Maxentius* (A. D. 311) near by, and onward, between lines of ancient tombs and other ruins, as far as you care to extend the walk or drive; (2) from the Porta S. Giovanni as far as the *Porta Furba* (2 miles), with fine views of the *Acqua Felice* and other ancient aqueducts

en route, and a glorious prospect of the Campagna and the Alban and Sabine mountains from the Porta Furba (which is an arch of the Acqua Felice) — one of the most attractive walks in the neighborhood of Rome; (3) from the Porta del Popolo, via the Ponte Molle (on the site of the ancient Pons Milvius), and the road thence along the river (many charming views on the way), to the *Acqua Acetosa*, a mineral spring (3 miles or more), returning by the more direct road (2 miles) to the city — another delightful excursion; (4) from the Porta Angelica to the *Villa Mellini* on *Monte Mario* (about 2 miles), whence there is a magnificent view; (5) to the *Ponte Nomentano* (past the church of S. Agnese fuori le Mura, which, with the *Catacombs of St. Agnes*, may be visited at the same time) and the ancient *Mons Sacer* beyond the bridge, which is over the Anio and about 2 miles from the Porta Pia; and (6) to the old abbey of *Tre Fontane*, with its three venerable churches, about 2 miles beyond *S. Paolo fuori le Mura* (p. 248), to which point there is a tramway (30 *c.*) from the Piazza Montanara.

Of longer excursions the most interesting are those to *Frascati*, *Albano*, *Tivoli*, and *Civita Castellana* by tramway.

Frascati, with its charming villas, in a cool and healthy situation on the slope of the Alban mountains, is a popular summer resort. It may be reached by rail (15 miles; 2.80 *fr.*, 1.95 *fr.*, 1.50 *fr.*), or by tramway for 1.55 *fr.*, 1 *fr.*; return 2.35 *fr.*, 1.50 *fr.* Of the many beautiful villas accessible to visitors, the finest are the *Villa Aldobrandini*, now the property of the Borghese, and the *Villa Ruffinella*, formerly owned by Lucien Bonaparte, now by Prince Lancelotti, and supposed to occupy the site of Cicero's Tusculan villa.

A shady road leads, in half an hour, to the site of ancient *Tusculum*, the foundation of which was traditionally ascribed to Telegonus, grandson of Ulysses and Circe. The view from the hill is magnificent.

There is a tramway by a pleasant road to *Grotta*

Ferrata, noted for the frescoes by Domenichino in the old Greek monastery of St. Basil.

From Tusculum one may go by paths through the fields and woods (guide desirable, 1–1.50 *fr.*) in an hour and a half to *Rocca di Papa*, a small town in the midst of charming forest scenery; and thence in 40 minutes to the summit of *Monte Cavo* (3147 feet), the ancient *Mons Albanus*, where stood the great temple of Jupiter Latiaris. The old Via Triumphalis, paved with basalt, by which the generals who had been refused a triumph at Rome ascended to celebrate one "on their own hook," is on the other side of the mountain, running down to Lake Albano. The views on the way and from the top are indescribably fine. From this height Virgil represents Juno as surveying the Trojan and Latin armies before they join battle ("Æn." xii. 134).

Returning to *Rocca di Papa*, one may cross to *Albano*, via *Palazzuola* (on the east bank of the *Alban Lake*), and the charming roads known as the Upper and Lower Galleries (*Galleria di Sopra* and *di Sotto*), in about 2 hours.

Albano is another favorite resort of the Romans in the hot months. It is on the site of the villa of Pompey and the *Albanum* of Domitian. It may be reached from Rome (19½ miles) in 2 hours, 8 minutes, by tramway (return tickets 3.15 *fr.*, 2.5 *fr.*) or by the direct railway (3.50 *fr.*, 2.45 *fr.*, 1.60 *fr.*) in one hour.

Tivoli, the ancient *Tibur*, is about 18 miles from Rome, by a hot and dusty road. There are trains (preferable to the tramway), in about an hour (4.55 *fr.*, 3.20 *fr.*, 2.5 *fr.*). The so-called *Temple of the Sibyl* is a circular Corinthian edifice, familiar to everybody from pictures and photographs. There is also a rectangular Ionic temple, now a church dedicated to St. George. From the terrace of the former there is a beautiful view of the celebrated *New Waterfall*, 330 feet in height. This fall is artificial, having been formed by diverting the greater part of the water of the Anio

into a new channel by means of two long tunnels through the limestone rock. This was done to prevent the recurrence of inundations like that of 1826, which destroyed a part of the village. The old fall, though much diminished in volume, is still beautiful.

The extensive remains of *Hadrian's Villa* are half an hour's walk from Tivoli. The tramway to Rome passes near the entrance. Among the ruins are those of three theatres, several temples, a stadium, baths, barracks, etc. Many of the best works of art in European museums were found here.

Civita Castellana is an ancient high-perched town, with a Citadel (1494 to 1500) and Cathedral with portico of 1210. The tramway ride (33½ m.) is very interesting, across the most picturesque part of the Campagna, and it nearly encircles Mt. Soracte, so that its seven peaks can be seen from different sides. In the neighborhood of Civita Castellana are situated the ruins of Falerii, a walled town founded by the Romans B. C. 240, and still well enough preserved to be worth a visit.

Rome to Naples

From Rome to Naples is 155 miles by rail (5½–11 hours, express, 28.95 *fr.*, 20.25 *fr.*). There is nothing *en route* of special interest to the "vacation" tourist. The modern *Capua*, we may remark, is not the site of the ancient Capua, the ruins of which are to be seen about 3 miles farther on, at the station of *Santa Maria di Capua*. *Caserta*, 22 miles from Naples, is noted for its royal palace, built in 1752 by Charles III., an immense pile, with extensive gardens. It has been called "the Versailles of Naples."

Naples, in Italian Napoli, is beautiful for situation, but historically and architecturally one of the least interesting of the Italian cities. It attracts the tourist, "not for its own sake alone or chiefly, but on account of its position as the metropolis of a region in itself gloriously beautiful, full of sites of transcendent

mythological and historical interest, and rich in memorials of ancient wealth, luxury, and art." One whose time is limited should devote to the city itself little more than is necessary for the Museum, though a few of the churches are worth visiting.

The *Museum* (Museo Nazionale) is open daily, 9–3 (1 *fr.*, but free on Sunday, 10–1). There is no complete catalogue; but the custodians, most of whom speak French, readily give information needed by visitors (gratuities forbidden). The chief departments of the vast exhibition are as follows: Ancient mural paintings (from Herculaneum, Pompeii, etc.); ancient bronzes (the finest collection in the world); marble sculptures (including many renowned masterpieces of ancient art); inscriptions (of great interest to the scholar and antiquarian); Egyptian antiquities; mediæval antiquities (bronzes, weapons, ivories, etc.); ancient crystal (the largest collection of the kind); ancient terra-cottas; papyri (from Herculaneum); engravings (seen only by special permission); Pompeian relics (articles of food, domestic utensils, furniture, ornaments, etc.); coins; vases (Etruscan and other, including many of remarkable size and beauty); the picture-gallery, containing more than 800 paintings, among which are not a few of the highest merit; and the library, with 200,000 volumes and 4000 MSS., many of them rare and of the greatest interest.

The *Cathedral* (rebuilt after being burned in the 15th century, restored in 1837) contains a few good paintings and monuments. The adjoining *chapel of Santa Restituta* is a basilica of the 7th century, restored in the 17th, with ancient bas-reliefs, mosaics, etc. The richly decorated *chapel of St. Januarius* (or *la Cappella del Tesoro*) is the scene of the miraculous liquefaction of the blood of the saint, which takes place three times a year — on the first Sunday in May, Sept. 19th, and Dec. 16th, and for several successive days. *S. Domenico* (13th century, lately restored) is perhaps the most imposing of the churches in Naples, and is

rich in old monuments. The suppressed monastery of *S. Martino* (near the *Castle of St. Elmo*) is noted for its paintings by Spagnoletto (including his best work, a Descent from the Cross), Stanzioni, and others; also for the *museum* connected with it, and the fine view from the *Belvedere*. *San Severo* (S. Maria della Pietà de' Sangri) is lavishly adorned with gilding and sculptures, mostly of an allegorical character. *Gesù Nuevo* contains frescoes by Spagnoletto and other masters, and *L' Incoronata* some admirable ones by Giotto. There are also frescoes by Giotto in *Santa Chiara*, and both that church and *S. Anna de' Lombardi* are noteworthy for their beautiful monuments and other sculptures.

The *University* contains museums of natural history, etc., and a good library, open to visitors (9–3, except Sund.). The *Observatory*, formerly under the charge of the celebrated Piazzi, is on the hill of Capodimonte, to the north of the city. The *Palazzo di Capodimonte* is half a mile or more to the west of the Observatory, and there are many delightful walks in the neighborhood.

The *Villa Nazionale*, formerly *Villa Reale*, a long narrow park close to the sea (near the principal hotels), is the fashionable promenade, and is very gay and lively of a summer evening. The *Aquarium* (*2 fr.*) in the park is perhaps the best in the world.

The *Corso Vittorio Emanuele* is a magnificent road, commanding fine views of the city and the bay. One should not fail to take a drive over it.

The *Palazzo Reale* (Royal Palace) is open to the public on Sundays and Thursdays, from 11 to 4 (fee to porter).

Excursions from Naples

To the Westward. — A little way beyond the Villa Nazionale is the so-called *Grotto of Posilipo*, a tunnel about half a mile long through the rock, made by the Romans for the road from Naples to Puteoli

(Pozzuoli). It is now closed, being superseded by a modern tunnel near it. Near the western entrance is the *Tomb of Virgil*, the authenticity of which is very doubtful.

Farther from Naples, on the road by the sea, is the *Grotto of Sejanus*, another tunnel through the rock, 500 feet longer than that of Posilipo, and originally wider and higher. It was probably cut about B. C. 37, long before the time of Sejanus. Near by are to be seen the ruins of Pollio's villa of *Pausilypon*, a small theatre, and other Roman structures.

The *Lake of Agnano* (drained in 1870) is half a mile from the direct road to Pozzuoli, or an hour's walk from Naples. Near its margin is the *Grotto del Cane*, famous for its exhalations of carbonic acid gas.

Pozzuoli is 7 miles (by the steam tramway) from Naples. At the western end of the town the *Temple of Serapis* (so called) is interesting to antiquarians as a ruin, and to geologists for the supposed elevation and depression that the site has undergone. Near by are the remains of two other temples, now partially under water. On a hill behind the town is the *amphitheatre*, excavated in 1838. It has seats for some 30,000 spectators, and is so well preserved that it gives one a good idea of the internal arrangements of an ancient amphitheatre. Among the ruins in the neighborhood is a *piscina*, or reservoir.

The *Solfatara*, half a mile from Pozzuoli, is a volcanic crater from which sulphurous fumes incessantly rise. The only lava eruption that is known to have taken place was in 1198. The ground sounds hollow to the tread, and is perceptibly warm; and there are hot springs hard by.

Following the shore from Pozzuoli for some three miles more, we reach *Baia*, the ancient *Baiæ*, with its ruins of baths, temples, etc. On the way we pass *Monte Nuovo*, a volcanic hill, 456 feet high, thrown up after an earthquake in 1538; also the *Lacus Lucrinus*, famous now for its fish, as in the old Roman days for

its oysters. A little way inland is the *Lacus Avernus*, the ancient gateway of hell, but now a pretty sheet of water surrounded by hills with no forests upon them as of old. There is no doubt that this is the lake, but the *Cave of the Sibyl* on its bank cannot be the veritable Virgilian one. It is a long low damp passage in the rocks, into which a guide carries a tourist and a torch for a franc or two. Not far off another underground passage leads to the *Stufe di Nerone* (or *Bagni di Nerone*), springs of water hot enough to cook eggs. They were known to the ancients as the *Thermæ Neronianæ*, and were in high repute with invalids.

The ruins of the ancient *Cumæ* are 4½ miles from Pozzuoli. The huge walls of the *Acropolis* on a height, from which there is a fine view, and the fragments of a few temples are all that remain of this earliest of the Greek colonies in Italy. The rock is perforated by many passages, one of which, called the *Grotto of the Sibyl*, agrees better with Virgil's description than the one near Lake Avernus. Between Pozzuoli and Cumæ is the *Arco Felice*, a brick arch 63 feet high, with traces of an aqueduct on the top. Near this is the *Grotta della Pace*, a tunnel half a mile long, cut by Agrippa, and affording the most direct passage between Cumæ and Lake Avernus. Between Cumæ and Baiæ is the *Lago del Fusaro*, the ancient *Palus Acherusia*. About two miles south of Baiæ is the pyramidal *Capo Miseno*, the *Misenum* of Virgil, from the top of which (300 feet above the water) there is one of the best views to be had even in this region of beautiful prospects.

The most comfortable way (dearer than by railway or tram) of making the excursion to Pozzuoli, the Solfatara, etc., is by carriage from Naples, for which, including guide, arrangements may be made at the hotels. One should stipulate for a return by way of the *Strada Nuova di Posilipo*, which affords a succession of fine views.

The *very* best view near Naples, "perhaps the finest in Italy," is from the garden of the monastery at *Ca-*

maldoli (1476 feet), a height to the west of the city; reached by carriage, by cable tramway and donkey, or on foot. The whole excursion occupies about 4 hours; somewhat more if made on foot.

To the Southward. — The ascent of Vesuvius may be made by carriage or electric tramway from Naples to *Santa Maria a Pugliano* (or *Pugliano*), and thence by the electric road (opened in 1904) to the summit (4½ miles). Tickets for the round trip from Naples may be obtained there from Cook & Son, proprietors of the railway. From the end of the railway official guides (obligatory) conduct visitors to the summit of the crater. This is by far the most comfortable and expeditious way of making the excursion from Naples. Tourists who wish to combine the trip with that to Pompeii *in one day* (not advisable, on the whole) can go by carriage from the latter place to a point whence the journey is continued by rail. For further particulars and possible changes, inquiry should be made at the hotels. The height of Vesuvius is 4000 feet, varying somewhat with each great eruption.

There are tram-cars from Naples to Portici and Resina every 10 minutes. *Pompeii* is 15 miles from Naples by rail; 2.80 *fr.*, 1.95 *fr.*, 1.30 *fr.*

The buried city of Herculaneum lies under the modern Resina. An hour will suffice for seeing the excavations; admission, 2 *fr.*, for which guide and torch are furnished.

Pompeii requires more time, 3 hours at least being necessary for a hurried survey of the chief objects of interest. The entrance to the ruins is a few minutes' walk from the station; admission, 2.50 *fr.* including services of a guide (gratuities forbidden) for as many hours as one chooses to remain. Thursdays, admission is free, and visitors are allowed to ramble at pleasure without a guide. It is a hot place in summer, and at that season the latter part of the afternoon is the best time for a visit. The *Museum*, near the entrance, contains many interesting articles.

From the entrance one usually goes directly to the *forum*, where the most interesting buildings are the *Basilica*, or hall of justice; the *temple of Jupiter*, from the upper story of which there is a good view of the ruins; the *temple of Apollo;* the *Chalcidicum*, built by the priestess Eumachia and perhaps used as an exchange; the *temple of Vespasian;* and the *Macellum*, a hall for the sale of provisions, with a chapel in honor of the imperial family. Leaving the forum to the north, we see the *Triumphal Arch* which was its boundary on that side, and after visiting the *temple of Fortune* proceed to the *Thermæ*, or Baths. Nearly opposite is the elegant *house of the Tragic Poet*, which Bulwer in "The Last Days of Pompeii" makes the dwelling of Glaucus. Near by is the *house of Pansa*, one of the largest in the city; and in the same quarter (between the streets of Fortune and of the Thermæ and the walls) are the *house of Sallust*, the *Bakery*, the *house of Adonis*, the *Tavern* (No. 9 Street of Mercury), the *house of the small fountain* and that *of the large fountain*, the *Fullonica* (or fuller's establishment), the *house of the Faun*, the *house of Meleager*, and many other dwellings, shops, etc. Having traversed this district we reach the *walls* and the *Gate of Herculaneum*, through which we pass into the *Street of Tombs*. Here are many tombs, among which those of *Mamia*, *Calventius*, and *Nævoleia Tyche* may be noted; also the *villa of Diomed*, with its garden, terraces, wine-cellar, etc. Returning into the city we next visit the southern quarter, where the most interesting buildings are the *Stabian Thermæ* (another bathing establishment); the *houses of Cornelius Rufus*, of *Holconius*, of *Siricus*, of *the Balcony*, and others; the *Triangular Forum;* the two *Theatres* (tragic and comic); the *temples of Esculapius* and *of Isis;* and at the extreme southwestern corner of the town, quite a distance from the other ruins, the *Amphitheatre*, which had seats for 20,000 (fee, 50 *c.*). From this point it is a fifteen minutes' walk to the station. The route is often varied (especially if

the Amphitheatre is omitted for want of time) so as to leave the place by the main entrance. There are many recent excavations at Pompeii, among them the House of the Golden Cupids, with a garden containing its original marble ornaments. The House of the Faun is the grandest dwelling in Pompeii.

CASTELLAMARE (17 miles by rail from Naples; 1.80 *fr.*, 1.25 *fr.*), pleasantly situated on the bay, is a popular resort in summer. From here a delightful road along the shore leads to SORRENTO, 10 miles distant (electric tramway, 1 *fr.*). The scenery here is charming, and the salubrity of the air makes the place a favorite summer residence in our day, as it was in ancient times.

CAPRI, the ancient *Capreæ*, may be reached from here by steamer or by boat; also by steamer from Naples, touching at Sorrento (6 *fr.*; return tickets, 10 *fr.*), going in the morning and returning in the afternoon. The remains of the *villa of Tiberius* are to be seen at the eastern extremity of the island, and the rock (*Il Salto*) whence, according to the mythical story, the tyrant used to throw his victims into the sea, 700 feet below. The famous *Blue Grotto* may be visited from the steamer, which stops for the purpose, or by boat from the landing. The entrance is so low that one has to stoop as the boat passes it, and it cannot be entered at all in rough weather. Within is a chamber, 175 feet by 100, and 41 high, illuminated only from the entrance and by the reflection from the bottom 60 feet below. The water within looks "like a lambent sheet of blue flame," and the effect of the light on the walls and everything in the cave is magical and indescribable. There is a *Green Grotto* on the south side of the island, but it is much inferior, though worth a visit if one has time for it.

AMALFI may be reached most conveniently by carriage from *Vietri*, 30 miles from Naples, by rail, or from *Salerno*, the next station on the railway. Carriages are somewhat cheaper at the former place (one

horse, 4 *fr.*; two horses, 6 *fr.*). A boat from Salerno costs 8–10 *fr.* according to the number of rowers. The road, completed in 1852, follows the coast, in many places hundreds of feet above the sea, cut into the sides of the cliffs, or supported by walls and viaducts, with ever-shifting views of indescribable loveliness. Amalfi itself is on a bold and lofty promontory which forms one of the boundaries of the bay of Salerno, and is surrounded with the wildest and most picturesque scenery. It has a *cathedral* (11th century) "rich in beautiful mosaics and precious marbles." The bronze doors are of Byzantine origin. In the crypt there is a colossal statue of St. Andrew, to whom the church is dedicated.

SALERNO, the ancient *Salernum*, is delightfully situated "on a crescent-shaped beach, to which the principal streets run parallel, and from which the town slopes gently upward about halfway to the summit of a hill of moderate height, whence it is overlooked by the ancient castle of Robert Guiscard." The cathedral was erected in 1084, but has been injured by restorations. The bronze doors were put up in 1099. The crypt is richly decorated with mosaics; and in the south aisle is the tomb of Hildebrand, who died here in 1085.

From Salerno an excursion may be made by rail (via *Battipaglia*) to the ruined temples of *Pæstum*, 26 miles distant. Refreshments should be taken from Salerno, as there is no good inn at Pæstum. The temples at Pæstum are in the Doric style, and, with the exception of those at Athens, are the most admirable remains of Greek architecture in existence.

SICILY. — An excursion to Sicily may be made from Naples by several lines of steamers plying between that city and Messina or Palermo. For the times of sailing see "Bradshaw" for the current month, or make inquiries at Naples. The fares (saloon) to Messina or to Palermo are 34.70 *fr.*, 23.30 *fr.* The passage to the former place is made in 10 hours; to the latter, in 12 hours. MESSINA was almost totally destroyed

by an earthquake on December 28, 1908, but has since been partially rebuilt. A ferry from Reggio across the straits of Messina connects with the railway to Naples and Rome. Express trains from Palermo run to the pier at Messina, making direct connection with the ferry steamers for Villa San Giovanni and Reggio and so with express trains going north. There is a coast railway from Messina to Palermo (144 miles in 5½ to 7¼ hours; 27.25 *fr.*, 19.10 *fr.*, 12.30 *fr.*). There are steamers between Messina and Palermo twice a week. From Messina there is a railway to *Catania* and *Syracuse* (114 miles; 22.50 *fr.*, 15.80 *fr.*, 10.35 *fr.*). *Giardini*, 30 miles from Messina, is the station for visiting *Taormina* (3 miles distant), the ancient *Tauromenium*, famous for the beauty of its situation, its ancient theatre, and other remains of Roman and mediæval times. CATANIA, where there are also Roman ruins and a large Benedictine monastery (the church is the largest in Sicily), is the point from which the ascent of *Mt. Etna* (10,835 feet) is usually made. The excursion is a fatiguing one, and occupies the better part of two days. One goes from Catania (where guides and other requisites for the journey can be got) to *Nicolosi* by carriage in 2½ hours (on foot in the same time); thence to the *Casa Inglese* (a lodge at the base of the cone of the crater) by mule in 6 or 7 hours (a hard "tramp" of 7 or 8 hours); thence on foot to the summit in 1½ hours. The return to Nicolosi may be made in 5 or 6 hours. On the ascent it is best to start from Nicolosi at about 7 P. M., in order to rest at the Casa Inglese, and reach the summit before sunrise. The view, in clear weather, takes in all Sicily, the volcanic islands to the north, parts of Italy, and Malta.

SYRACUSE in these latter days occupies only a small portion of its former area, the modern town being limited to the island of Ortygia, one of the five divisions of the ancient city. Parts of an old temple are built into the walls of the cathedral, and remains of another temple are to be seen in the town. On the mainland

there are more extensive ruins: a Roman *amphitheatre*, the artificial grotto called the *Ear of Dionysius*, an immense *Greek theatre*, the Greek *fort of Euryalus*, the great *Altar* hewn by Hiero II. out of the solid rock, and much more that is of the highest interest to the antiquarian. The *Museum* in the town (daily, 9–1 and 3.30–5) contains a celebrated statue of Venus, a colossal head of Zeus, and other sculptures, bronzes, vases, etc., found in the neighborhood. The water of the *fountain of Arethusa* is now salt, the result of an earthquake. In the river *Anapo* (the ancient *Anapus*), 3 miles distant, the papyrus grows wild — brought thither from the Nile 250 years before Christ.

PALERMO, the capital of Sicily, is called "la felice" on account of its fine situation and delightful climate. It has a cathedral (built in the 12th century, but much altered at various subsequent periods), parts of which are beautiful in spite of restorations; and several of the churches contain interesting paintings and mosaics. The *Museum* (10–3; Sund. 11–3) includes a small picture-gallery and a fine collection of antiquities. Excursions may be made to *Monreale*, with its celebrated cathedral and magnificent views; to *Monte Pellegrino* and the royal chateau of *La Favorita;* to the monastery of *S. Maria di Gesù*, a favorite resort of artists; and many others no less attractive.

Other Places of Note in Italy

RAVENNA is 52 miles from Bologna by rail; 9.50 *fr.*, 6.65 *fr.*, 4.30 *fr.* It is a place of great historic interest, and remarkable for monuments of the architecture and art of the early part of the Middle Ages. The *Cathedral*, founded in the 4th century, but remodelled in the 18th, contains frescoes and other paintings by Guido and his pupils, a bishop's chair with ivory basreliefs of the 5th and 6th centuries, and other notable antiquities. The *Baptistery* is adorned with mosaics of the 5th century, the most ancient in the city. The basilica of *S. Apollinare Nuovo*, built about 500 by

Theodoric as an Arian cathedral, and the church of *S. Maria in Cosmedin* are also noted for mosaics of the 6th century. *S. Vitale* is one of the oldest of Christian churches, having been consecrated in 547. It was built in imitation of St. Sophia at Constantinople, and the dome is constructed of earthen vessels. It contains some admirable mosaics, and some fine Greek and Roman bas-reliefs brought hither from ancient temples. *S. Nazario e Celso*, or the *Mausoleum of Galla Placidia*, is a small church founded by that Empress about 440, and decorated throughout with mosaics. It contains the sarcophagus of the founder, and those of Honorius (her brother) and Constantius III. (her second husband). "These are the sole monuments of the emperors of ancient Rome which still remain in their original position." The *tomb of Dante*, who died at Ravenna, Sept. 14, 1321, is a mausoleum erected in 1482, restored in 1592 and again in 1780. The *Academy of Fine Arts* contains pictures (chiefly by native masters), mosaics, casts, etc.

Outside the walls is the *Rotonda*, or mausoleum of Theodoric the Great, probably erected about 530. About 3 miles to the south is the church of *S. Apollinare in Classe*, which is perhaps the best existing specimen of an early Christian church. It was consecrated in 549 on the site of a temple of Apollo. The walls are adorned with portraits of the bishops of Ravenna, an unbroken series of 128, from the first bishop, St. Apollinaris, martyred A. D. 74, to the present archbishop. The high altar is richly decorated with many-colored stones, and the tribune with mosaics of the 6th century.

Byron spent two years in Ravenna, during which time he wrote the "Prophecy of Dante," "Marino Faliero," "The Two Foscari," "Cain," "Heaven and Earth," and the "Vision of Judgment." The house in which he lived before removing to the Palazzo Guiccioli is marked by a memorial tablet: Garibaldi resided for a time in the same house.

The ancient *Pine Forest of Ravenna* (La Pineta), celebrated in song by Dante, Boccaccio, Dryden, and Byron, extends for miles along the Adriatic on the road to Rimini, but has been nearly destroyed by fires and the severe winter of 1880-81.

Ancona, the most important port on the east coast of Italy, is 127 miles from Bologna by rail; express fares, 24.50 *fr.*, 17.15 *fr.*, 11.05 *fr.* It was probably founded by the Dorians, and was afterwards a Roman colony. The *Triumphal Arch*, erected in honor of Trajan, A. D. 112, is an admirable work of the kind. The *Cathedral* (11th century, with façade of the 13th) is the only other structure of much interest.

The railway from Bologna passes through *Rimini*, the ancient *Ariminum*, where there is a fine Roman bridge, a triumphal arch, and other notable remains of the same period. The dilapidated palace of the Malatestas (associated with the story of Francesca da Rimini, told by Dante, Boccaccio, and Leigh Hunt) is now a prison.

Brindisi, the ancient *Brundisium*, is 347 miles by rail beyond Ancona (53.60 *fr.*, 35.60 *fr.*, 22.75 *fr.*). As "the nearest port to Alexandria on the European system of railways," it seems likely to regain something of its former importance, when it was the Roman point of departure for Greece and the East. Here the Via Appia terminated, the route which Horace followed in the famous journey so graphically described in one of his satires. It may now be reached from London in 56 hours by rail (quicker than Horace could have gone thither from Rome), and the mail steamers run to Alexandria in three days more. There are but few relics of the Roman period now to be seen here, and the mediæval remains (the castle, cathedral, etc.) are of no special interest.

Orvieto (118 miles from Florence on the direct route to Rome) is renowned for its *Cathedral*, which is one of the noblest Gothic churches in Italy. It was begun in 1290, but not completed until nearly three

centuries later. The façade is grand and beautiful, adorned with admirable statues, mosaics, and reliefs. Within there is much exquisite sculpture, with frescoes by Signorelli (1499) which are alone worth a long journey to see. The Cappella del Corporale contains a remarkable silver shrine of the 14th century. Of the other churches *S. Giovenale* and *S. Domenico* are the most notable. The *well of S. Patrizio* (16th century), reached by a double flight of spiral stairs, 250 in number, is one of the curiosities of the place.

Some of the places described above may be conveniently visited on the *return* from Italy. If one enters the country from Austria or Switzerland, he may leave by way of Genoa or Turin, or *vice versa;* and a glance at the map will show him how he can best arrange the first and last portions of the tour.

SHORT TRIPS ON THE CONTINENT

We are often asked to lay out a trip of three or four weeks on the Continent for tourists who spend only a couple of months on a vacation abroad. Many such routes might be outlined, but we will sketch only one (with possible variations and extensions) which some of our friends have tried with much satisfaction: —

Three Weeks from London to London.

1. Take the Great Eastern route, via *Harwich* (p. 97), to *Antwerp*, arriving at about 10 A. M. Spend the rest of that day in Antwerp, going to *Brussels* in the evening (or early next day).

2. Spend the day and night in *Brussels*.

3. Leave Brussels by morning express (about 10 A. M.) for *Cologne*, via *Liège*, arriving at about 4 P. M.

4. A day in Cologne.

5. From Cologne to *Bingen* by Rhine steamer (8.45 A. M. to 7 P. M.).

6. From Bingen to *Strasbourg*, via *Kreuznach* (about 9.40 A. M. to 2 P. M.). This route is shorter and more picturesque than that from *Mayence* (until the two unite); and by spending the night at Bingen, two hours on the Rhine (from 7 to 9 P. M., or later, if the river is low) are saved. Even if one wants to visit Mayence, it is pleasanter to stop at Bingen and go on by-rail next morning.

From *Strasbourg* one has a choice of three routes to Switzerland: (1) direct to *Bâle*, via *Mulhausen*, or (2) via *Appenweier* and *Freiburg* (p. 128); or (3) to *Schaffhausen*, via *Appenweier*, *Offenburg*, and the *Black Forest Railway* (p. 129). Going to Bâle by either route, he will arrive early in the evening, and may, if he chooses, push on to *Lucerne* the same night, arriving between 9 and 10 P. M. If he spends the night in Bâle, he can reach Lucerne at about 10 A. M. next day. We advise him, however, to take the Black Forest route, as follows: —

7. *Strasbourg* to *Schaffhausen* (about 12 M. to 6.15 P. M.). Here one is on the route described on pp. 141, 142 above, and may follow that to Lucerne, if he has time. For a shorter trip, let him proceed thus: —

8. *Schaffhausen* to *Zürich* (2 hours), dividing the rest of the day between the two towns.

9. From *Zürich* to *Zug* by rail (1 hour), over *Lake Zug* by steamer to *Arth* (about 1 hour), and up the *Rigi* by the railway (p. 142) on that side of the mountain; thence, after an hour or two on the summit, down by the other railway to *Vitznau* (p. 146), where take the steamer for *Flüelen*, and thence to *Lucerne*, when the boat returns. All this can be comfortably done in one day, reaching Lucerne at about 7 P. M.

10. After a morning walk about Lucerne, leave at about 11 A. M. for *Alpnach* and the *Brünig* (p. 152), reaching *Brienz* about 4 P. M. Go on by steamer (about 20 minutes) to *Giessbach* (p. 151) and spend the night there.

11. To *Interlachen* by steamer over *Lake Brienz*,

arriving about noon, and spending the rest of the day there.

12. Devote this day to an excursion to *Lauterbrunnen* and *Grindelwald* by railway via *Zweilütschinen;* or take the railway from Lauterbrunnen over the *Wengern Alp* (p. 153), returning to Interlachen by rail from Grindelwald.

The excursion from *Lauterbrunnen* to *Mürren* (p. 154) may be substituted for that to *Grindelwald* by the *Wengern Alp*. It is hard to choose between the two, so far as the scenery is concerned; but the Mürren trip is shorter and much easier now that it can be made by rail.

13. To *Berne* in the morning, and thence to *Fribourg* in the afternoon.

14. To *Lausanne*, and by night express to *Paris*.

15–19. Five days in *Paris*.

20. To *Rouen* by morning train.

21. To *London*, via *Dieppe* (the most convenient route from Rouen).

If one objects to travelling on Sunday, he should arrange, if possible, to be in *Brussels* (2d day) or *Cologne* (4th day) on Sunday, and spend the next Sunday at *Schaffhausen* or *Zürich*, adding one day to the twenty-one above. The third Sunday would be spent in *Paris* in either case.

Heidelberg may be substituted for *Strasbourg* by going (6th day) from *Bingen* to *Heidelberg* via *Mayence* (about 4 hours) and next day from *Heidelberg* to *Schaffhausen* (about 10.30 A. M. to 6.15 P. M.).

A SHORT RUN INTO NORTHERN ITALY. — If one wants a glimpse of Northern Italy on a short trip, like that sketched above, he can get it by adding a few days, thus: —

1. Go from *Lucerne* (Day 9 above) to *Milan* by *St. Gothard Railway* (about 10 A. M. to 5.30 P. M.). By leaving Lucerne about an hour earlier, one can go by *steamer* over the lake to *Flüelen*, taking the train at the landing there.

2. Leave *Milan* at about 1 P. M. for *Venice*, arriving at about 7 P. M.

3, 4. Two days in *Venice*.

5. To *Verona* by morning train (about 3 hours), and thence back to *Milan* in the evening.

6. From *Milan* to *Lucerne* by St. Gothard.

Two days more will enable one to go from *Milan* to *Genoa* (about 4 hours by rail) and back, giving some additional time in the former city and ample time for seeing the latter.

The tourist can avoid returning from Italy by the same route, and see a good deal of Alpine scenery besides, if he takes the *Brenner* road (p. 204) from *Verona* to *Innsbruck*, and on the next day the *Arlberg* road from there to *Constance*, *Zürich*, or *Lucerne*. Leaving Innsbruck at about 9 A. M. he will reach *Bregenz* about 2 P. M., and *Constance* by steamer about 5 P. M.; or *Zürich* (by railway) at about 6 P. M.; or *Lucerne* about 11 P. M.

The route may be reversed (and combined with the tour above) by going from *Zürich* (Day 9) to *Innsbruck;* thence to *Verona;* thence to *Venice;* thence direct to *Milan;* and thence over the St. Gothard to *Flüelen* and *Lucerne*. A day can then be given to the Lake and the Rigi; after which the trip may be continued over the *Brünig* as above (Day 10).

If two days more can be spared for Northern Italy, the time may well be devoted to the *Lakes*, taking a portion of the route described below. Instead of going through from *Lucerne* to *Milan*, stop at *Lugano* (about 3 P. M.), next day go to *Porlezza*, *Menaggio*, and *Bellagio* and the next to *Como* and *Milan*. If preferred, the other half of the route can be taken; that is, from Lugano by *Ponte Tresa*, *Luino*, *Locarno*, *Pallanza* (or *Baveno*), and *Arona* to *Milan*.

If this little tour among the Lakes is taken on *leaving* Italy, either of the half-routes just mentioned will simply be *reversed*.

The Italian Lakes. — For a short excursion tak-

ing in Lakes *Como*, *Lugano*, and *Maggiore*, we commend the following: From *Milan* by rail to *Como;* thence by steamer to *Bellagio* (p. 209). Spend the rest of the day and the night there, visiting the *Villa Serbelloni* for the loveliest view in all Italy. Next morning, go by steamer to *Menaggio*, thence by railway to *Porlezza* on *Lake Lugano*, and by steamer to *Lugano* (p. 209); either spending the afternoon and night there, or going on by steamer to *Ponte Tresa*, and by railway to *Luino* on *Lake Maggiore*. From *Luino* go up the lake by steamer to *Locarno*, and down by the return boat to *Pallanza* or *Baveno*. Visit the *Borromean Isles* (p. 209), and next morning take the steamer to *Arona*, and rail back to *Milan*. If you leave Italy by the *St. Gothard* route, go *down* Lake Maggiore from *Luino* to *Pallanza*, then *up* to *Locarno*, and by rail (p. 207) to the St. Gothard.

SHORT TRIPS IN SOUTHERN SPAIN. — The Mediterranean Trip (p. 9) affords favorable opportunity for excursions in Southern Spain (with, if desired, a day or two in Morocco) between the weekly stops of the steamers at Gibraltar. A week permits a run to *Tangier*, *Cadiz*, *Seville*, and *Granada;* while in a fortnight one may include *Cordova*, *Toledo*, and *Madrid*. If it is his first visit to Spain, the traveller should take advantage of Cook's personally conducted parties, or use the tickets and hotel coupons for independent travel (see Cook's circulars for particulars). He should leave his heavier luggage at Gibraltar, taking with him only what he absolutely needs in Spain.

For *a week*, one may go to *Tangier* by steamer; thence on the 3d day to *Cadiz* (steamer, 7 hours) and to *Seville* (rail, 4 hours); thence on the 5th day to *Granada* (11 hours); and on the 7th day back to *Gibraltar* (12 hours).

For *two weeks*, go as above to Seville, or direct by rail (12 hours), spend two days there, and proceed by night train to *Madrid;* spend three days there, with a visit to the *Escurial* (1½ hours by rail); then to *To-*

ledo (2 hours, rail) and back to *Madrid;* then to *Cordova* by night train, and after a day there to *Granada* (9 hours, rail), and two days later to *Gibraltar* as above. If one goes to *Seville* via *Tangier* and *Cadiz*, spending a day in Tangier, he will reach Seville on the 3d day, and the time thence to Gibraltar can be divided as above. If he goes by rail to Seville in one day, he will have two more days which can be used at his discretion on the trip from there.

The chief objects of interest *en route* are as follows: *Tangier*, the Sultan's palace, Market, Basha's palace, Mint, etc.; *Cadiz*, the Cathedrals, Museum, and Alameda; *Seville*, Cathedral and Giralda, Alcazar, House of Pilate, Provincial Museum, Parks, etc.; *Madrid*, Prado Museum, Royal Academy, National Library, Bull Ring, Armory, Artillery Museum, Parks and Gardens, etc.; *Toledo*, Cathedral, Museum, Alcazar, etc.; *Cordova*, Cathedral, Episcopal Palace, Moorish Bridge, Alcazar, etc.; *Granada*, Alhambra, Generalife, Cathedral, Gipsy Quarter, Alameda, etc. One should read up on all these places before going abroad; and no books on Spain are better than Hay's "Castilian Days" and Marden's "Travels in Spain."

THE TRAVELLER'S CALENDAR

OF ECCLESIASTICAL AND POPULAR FESTIVALS, PILGRIMAGES, FAIRS, ETC.

I. IMMOVABLE FESTIVALS

January 1. The Circumcision. General holiday in Paris; great display of *étrennes*.

5. Fair of the Befana, St. Eustachio, Rome. See *Hare*, p. 477.

6. The Epiphany. Procession in the Ara-Cœli Church, and benediction with the Santo Bambino from the top of the steps; services in different languages and

with various rituals at the Propaganda Church and Sant' Andrea della Valle, throughout the Octave.

8. Ste. Gudule. Festival at Ste. Gudule, Brussels.

17. St. Anthony's Day. Festival of St. Anthony, Padua.

20. St. Sebastian. Popular fête of the Miraculous Medal at Sant' Andrea della Valle, Rome.

21. Festival of St. Meinrad at Einsiedeln, in Switzerland.
St. Agnes's Day. Two lambs blessed at Sta. Agnese fuori Mura, Rome.

25. Conversion of St. Paul. Chains exhibited at San Paolo, Rome.

February 1. St. Ignatius. Illumination of the subterranean church of San Clemente, Rome, where he lies.

3 to 5. Festival of Sta. Agata, Catania, Sicily (celebrated with great pomp).

9. St. Apollonia. Festival at Louvain.

10. Musical festival commemorating the birth of Grétry, at Liège.

March 12. Festival of St. Gregory, at San Gregorio, Rome.

19. Festival of St. Joseph. Fête in San Giuseppe, Rome.

25. The Annunciation. Festival at the Annunziata Church, Florence.

April 23. St. George's Day. Exposition of relics, San Giorgio in Velabro, Rome.

25. St. Mark. Procession of clergy from San Marco to St. Peter's, Rome.
Festival at Venice.

27. Pilgrimages to Genazzano in the Sabine Hills (about 28 miles from Rome).

30. Festival of St. Catherine at Siena, and at the Minerva, Rome.

On the second Thursday in April a Swiss celebration of the victory of Näfels, on the battlefield. Näfels is ten minutes' ride by branch railway from *Wesen*, on the Lake of Walenstadt (p. 143), a station on the road from Zürich to Coire.

May 1. Popular holiday in the Augarten, Vienna.

3. Invention (or discovery) of the Holy Cross; relics carried in procession through Milan.
Relics exposed at Santa Croce, Rome.

8. Pilgrimage to St. Michael's Church, near Manfredonia, which is 23 miles from *Foggia*, a station on the railway from Ancona to Brindisi.
Festival of San Michele, Tivoli.

16 to 24. Festival of St. John Nepomuk at Prague; concourse of pilgrims; mass on the great bridge.

16. Pilgrimage to the birthplace of St. John Nepomuk, at *Nepomuk*, about 20 miles by rail from *Pilsen*, a station on the railway from Prague to Nuremberg.

First Sunday in May. — Miracle of St. Januarius, Naples (p. 265). Feast of the translation of his relics. Pilgrimages at Louvain.

First Monday in May. — Festival at Bruges.

June 3. Festival of the Madonna della Lettera, Messina.

16. Festival of the Sacred Heart at Marseilles, commemorating the cessation of the great plague of 1720.

23. Eve of St. John Baptist, or Midsummer Day. Fireworks and races of bare-backed horses at Florence.

24. St. John Baptist. Chariot races, high mass in cathedral, and illuminations, at Florence.

Relics of St. John carried in procession in Genoa Cathedral.

26. Festival of St. Vigilius, at Trent.

28. Eve of St. Peter. The pilgrimage for Mariazell leaves Vienna. *Mariazell* is 35 miles from Mürzzuschlag (p. 201), and 37 miles from Bruck, another station on the Semmering railway. Going by one route and returning by the other will give the tourist a glimpse of the mountain scenery of Styria which will repay him well for the digression. Mariazell has a picturesque site, 2733 feet above the sea, and is the most frequented shrine in Austria, being visited by more than a quarter of a million pilgrims every year. The chief "processions" are those from Vienna of the date above, and from Gratz on the 14th of August. The object of veneration is a small wooden miraculous image of the Virgin and Child, which has been preserved here since 1167. A chapel built for its reception was superseded in 1363 by a larger church, of which the only remnant is the elegant central tower of the present edifice erected at the close of the 17th century. The church contains many votive pictures, some of which are very old, and the treasury is rich in offerings of gold, silver, jewels, etc.

29. St. Peter. Exposition of relics at the Lateran, Rome; fireworks and girandoles on Monte Pincio.

The Mamertine Prison (under the Capitoline Hill,

where St. Peter is said to have been confined in the time of Nero) illuminated through the Octave.

Swiss wrestling match at Schüpfheim (about 16 miles from Lucerne). On stated occasions the youth of a valley, or of several neighboring valleys, congregate for the purpose of wrestling. The elders and children of the community take part in the scene as spectators. These are interesting and characteristic spectacles, except of course where they are got up for purposes of gain and the diversion of strangers, as at Interlachen and other great resorts of travellers.

The Miracle Play at Oberammergau, which occurs every ten years (1890, 1900, etc.), begins in May or June, and is continued till the end of September. *Oberammergau* is best reached from Munich by rail to *Oberau* (56 miles), and thence by branch line (about 5½ miles).

July 6. Pilgrimage returns to Vienna from Mariazell.

2 to 4. Festival of the Madonna dell' Orto, Rapallo, about 20 miles by rail from Genoa; illumination on the coast.

8. Commemoration of the victory of Sempach (near Lucerne) on the battlefield.

10 to 24. Once in every seven years (1888, 1895, etc.), exhibition of the "grandes reliques" at Aix-la-Chapelle (page 109).

11 to 15. Festival of Sta. Rosalia, Palermo. Illumination of the cathedral on the 15th.

21 to August 1. Festival of the great convent of Assisi.

22. Pilgrimage to a little church on the Rigi, followed by wrestling, jodeling, etc.

25. St. James. Country festivals and bonfires in Swabia and in Switzerland.

31. St. Ignatius Loyola. Festival at the Gesù, Rome.

First Sunday in July. — Festival of St. Rombauld, Malines.

Second Sunday. — Festival at Louvain. Kermesse at Ghent.

Sunday occurring on or following July 13. — Procession of the miraculous wafers in Ste. Gudule, at Brussels.

Swiss wrestling matches are held on the Sunday following July 6 at Seealp, July 22 on the Rigi, on the Sunday following July 25 at Batersalp, and on the 26th at Sachseln

and on the Engstlenalp. The *Seealp* is about six miles from *Appenzell*, capital of the canton of that name, which is completely surrounded by the canton of St. Gall. Appenzell is some ten miles south of St. Gall (p. 142). The *Batersalp* is in the same vicinity, being three miles from Weissbad, which is about two miles southeast of Appenzell. *Sachseln* is near Sarnen (p. 152), on the Brünig road. The *Engstlenalp* is on the Jochpass (p. 151), near Meiringen.

August 1. St. Peter's Chains. Festival at San Pietro in Vincoli, Rome.

1 and 2. Great festival at Assisi.

4. St. Dominic. Fête at the Minerva, Rome.

5. Sta. Maria ad Nives. Cardinals' Chapel in Sta. Maria Maggiore, Rome. White flowers showered from the roof of the Borghese Chapel (p. 247).

Pilgrimage to the chapel of "Maria zum Schnee," at the Klösterli on the Rigi.

10. Fête des drapiers, Vire, Normandy (34 miles S. W. of Caen).

San Lorenzo. Fête in his churches.

12 or 14. Pilgrimage from Gratz to Mariazell.

15. Assumption of the Blessed Virgin. Pilgrimage to Sta. Maria delle Grazie, near Mantua.

Pilgrimage to the Sacro Monte, Varallo. The town is a few miles west of the Lake of *Orta* (p. 210). The *Sacro Monte* here (not to be confounded with the one near *Orta*) is about 2000 feet high and commands a beautiful view. Besides the church on the summit, there are nearly fifty chapels or oratories, mostly dating from the 16th century, when the place became famous as a resort of pilgrims.

Festival at Church of the Madonna di Soviore, Spezia (on the coast of Italy, about 47 miles by rail from Pisa, in a very attractive region, much frequented as a summer watering-place, especially by the Genoese).

Festival at Capodimonte, Naples.

Pilgrimage to Massa Lubrense (about 3 miles from Sorrento).

Festival of "la Vara," Messina.

Decorations and musical services, Florence.

Great festival of Notre Dame de la Garde, Marseilles. The silver statue is carried into the town the previous evening on sailors' shoulders; taken through the streets on August 15 in solemn procession; and

next day the sailors bear it back to the chapel, with "stations" by the way.

16. Horse-races at Siena, Italy.

18 to 21. Festival of Sta. Agata, Catania, Sicily (see on Feb. 3–5).

20. Festival of St. Stephen of Hungary, at Pesth.

26. Commemoration at Bâle of the battle of St. Jacques (Aug. 26, 1444).

First Sunday in August. — Festival at Ypres, in Belgium.

Swiss wrestling matches: August 10, at Rigi Kaltbad and the Tannalp; 15, at Mont Joli; first Sunday in the month on the Stadtalp, near Meiringen, and at the Wengern Alp; second and last Sundays at Ennetegg. The *Tannalp* is near Meiringen. *Mont Joli* is near Contamines, about six hours' walk from Chamonix on the "Tour du Mont Blanc," as the route is often called. *Ennetegg* is in the "Entlebuch," a district on the way from Lucerne to Berne.

Sunday following August 15. — Kermesse at Antwerp. The Giant carried through the town in Rubens's Car.

Late in August, or early in September, "Raft-parties" in the Black Forest at Wildbad and other places.

September 1 to 19. Fair at Lugo (17 miles by rail from Ravenna).

4. St. Rosalia. Pilgrimage to Rosalien Capelle, near Vienna.

Pilgrimage to Monte Pellegrino, near Palermo (p. 274).

6. Pilgrimage to chapel of "Maria zum Schnee," on the Rigi (see on Aug. 5 above).

8. Nativity of the Blessed Virgin. Festival on the Superga, Turin (p. 212).

Pilgrimage to the Sanctuary of N. Donna dei Fiori, at Brà, south of Turin.

Festival at Florence.

Fair at Locarno, on Lago Maggiore.

Festival of the "Vergine di Piedigrotta" (a church near the entrance of the Grotto of Posilipo), Naples. Music, songs, and the Tarantella dance are the chief entertainments.

Processions and open-air mass at Vienna.

9. Viennese popular holiday at Mariabrunn (where there is a pilgrim church), a few miles from Vienna.

14. Festival of the Engel Weihe, with open-air mass and illuminations, at Einsiedeln.

17. Festival of St. Lambert, at Münster (capital of Westphalia, about 75 miles north of Cologne).

19 to 26. Miracle and great feast of St. Januarius, Naples (p. 265).

22. Festival at the Abbey of St. Moritz, Canton Valais, Switzerland. High mass and processions; illuminations on previous evening.

23 to 26. Fêtes de Septembre, Brussels. On the 23d a Requiem Mass in Ste. Gudule.

28. Festival of St. Wenceslaus at Prague.

Volksfest at Cannstadt, near Stuttgart.

29. St. Michael's Day. Service at St. Michael's Hermitage, Wildkirchli, Appenzell. The *Wildkirchli*, near Weissbad, is a grotto in a perpendicular rock, 220 feet high, to which a path has been made. It is visited by throngs on this occasion.

Fair at Leipsic.

Swiss wrestling matches: first Sunday in the month and Sunday following the 21st, at Ennetegg; September 29, at Schüpfheim.

First Sunday in September. — Kermesse at Hal, in Belgium (see below, under *Whit Tuesday*).

On the second Monday in September the festivities of the Kermesse begin at Amsterdam, lasting about a fortnight. The first Saturday is the chief day.

October 4. Festival of St. Francis at Assisi.

29 to November 4. Fair at Moncalieri, near Turin.

First Sunday in October. — Rosary Sunday. Great procession from the Minerva, Rome.

Festival at Einsiedeln.

Processions in Belgium, at Namur, Nivelles (about 20 miles south of Brussels), etc.

A Volksfest begins at Munich, lasting two or three days.

In the first week of this month a Volksfest, lasting two or three days, at Wertheim, near Würzburg.

Sundays and Thursdays in this month popular holidays in Rome, on the Monte Testaccio (p. 258).

Sunday nearest October 14. — Processions at Beauvais (p. 185) in commemoration of the siege (1472).

Third Sunday in October. — Kermesse of the Emperor Joseph in Austria.

November 1. All Saints. Crowds visit the Naples cemeteries and the Campo Santo, Rome (close by St. Peter's, and otherwise known as the *Cimeterio dei Tedeschi*).

In the Confraternity Cemeteries at Rome waxen tableaux, life-size, in impromptu theatres, represent Scripture subjects or scenes from the lives of martyrs; exposed all through the Octave.

2. All Souls. Crowds visit Père Lachaise, Paris.
Graves in Bohemia and in Munich decked with flowers and lights.
Cemeteries in Vienna much visited.

4. San Carlo Borromeo. Great fête at Milan.

6. Festival at Bremen.

16. Commemorative service on the battlefield of Morgarten, Switzerland (a few miles southwest of Einsiedeln).

22. St. Cecilia. Festival in Sta. Cecilia, Rome, and illumination of Catacombs of St. Calixtus, where Cecilia was buried.

23. St. Clement. Festival in San Clemente, Rome, and illumination of the subterranean church.

December 3. St. Francis Xavier. Fête at the Gesù, Rome, and at Sta. Lucia, Bologna.

4. Fête of the artillerymen and military mass at Sta. Maria Traspontina, Rome.

10. Great festival at the Santa Casa in Loreto. This town, famed as the resting-place of the "Casa Santa" after its "three removes," in south of Ancona, 24 miles by rail. Half a million pilgrims come annually to visit the shrine.

16. Miracle of St. Januarius, Naples. Feast of his "Patrocinio."

24. Christmas Eve. "Presepe" in every church and house in Naples.
Procession of the Holy Crib in Sta. Maria Maggiore, Rome.

25. Christmas Day. Festival of the "Presepe" at the Ara-Cœli, in Rome (p. 249). Sermons preached by boys daily for ten days afterwards.

26. St. Stephen. Popular fête, San Stefano Rotondo, Rome.

31. Te Deum, attended by Cardinals, at the Gesù, Rome.

II. MOVABLE FESTIVALS

Carnival. — At Rome this begins on the Saturday week before Ash Wednesday, and lasts till Shrove Tuesday.

Masquerades and horse-races each afternoon; lighting and blowing out of tapers on the last evening.

At Florence, processions, etc.

At Milan the Carnival lasts till first Sunday in Lent, through the "Ambrosian rite" observed there.

In Belgium the Carnival is kept for three days before Ash Wednesday at Antwerp, Courtrai, etc. The first Sunday in Lent is a great Carnival day at Bruges, Grammont, etc.

In Germany the Carnival is most observed at Cologne, and in Bohemia on the three days before Ash Wednesday. At Munich the "Metzgersprung" on the Monday before Ash Wednesday. For a good description of this curious performance, see "Harper's Magazine," vol. xliv. (1872), p. 536.

At Lucerne a curious grotesque procession takes place on the Thursday before Ash Wednesday.

Ash Wednesday. — High mass in St. Peter's; sprinkling of ashes on the heads of the Cardinals.

Third Sunday in Lent. — Exposition of relics and great concourse of people at San Lorenzo, Rome.

Tuesday to Thursday in Holy Week. — "Foire aux Jambons," Paris.

Good Friday. — Pergolesi's "Stabat Mater" sung at the Jesuits' Church, Munich.

"Holy Sepulchre," in every church in Vienna; great crowds.

Easter Eve. — Great court procession at Vienna in the Imperial Palace.

Easter Sunday. — Pilgrimage to Antignano, near Naples.

Easter Monday. — Chief day on the Prater, Vienna.

In the Rogation days processions at Rome, at Bruges, Nivelles, and throughout Belgium.

Ascension Day. — Popular festival at Coire.

Sunday after Ascension Day. — Festival at Tell's Chapel, on the Lake of Lucerne. High mass and patriotic sermon. Congregation in boats.

Whit Sunday. — Papal Chapel in Sistine Chapel, Rome.

Pilgrimage (during five days) to Monte Vergine, near Avellino. Peasants' dances at Mercogliano. *Avellino* is between Naples and Foggia, and may be reached by railway to *Laura* (45 miles), and thence (5 miles) by diligence. From *Avellino* it is about 4 miles to *Mercogliano*, whence a mountain path leads to the shrine of "la Madonna di Monte Vergine," founded in 1119 on the site of a temple of Cybele. It contains a miraculous image of the Virgin,

brought hither by Catherine of Valois, who is buried in the church.

Whit Monday. — Peasants' ball in the Adelsberg caverns (p. 202), which are illuminated for the occasion.

Peasants' dances and illuminations in the Nebelhöhle Cavern, near Lichtenstein, Wurtemberg (most conveniently reached from *Reutlingen*, which is two hours by rail from Stuttgart).

Procession at Nivelles, Belgium.

Whit Tuesday. — Pilgrimage to St. Willibrod's Church, Echternach, about 15 miles from Trèves. This is a shrine of great resort, famous for the singular "leaping procession" connected with this Whit Tuesday festival.

Pilgrimages to Hal, in Belgium. *Hal*, on the direct railway line from Calais to Brussels, is celebrated throughout Belgium for a miraculous image of the Virgin, preserved in the elegant Gothic church of Notre Dame. In one of the chapels may be seen a collection of cannon-balls that were caught without injury by the robes of the holy image during a siege of the town.

The "Niederrheinische Musikfest" is held yearly at Whitsuntide in Cologne, Aix-la-Chapelle, Düsseldorf, or Elberfeld.

Trinity Sunday. — Procession of the Lumeçon, at Mons, Belgium (36 miles by rail from Brussels).

Pilgrimage to Walcourt, Belgium (about 30 miles by rail from *Namur*, which is 34 miles from Brussels on the "Luxembourg" railway).

"Corpus Christi," or "Corpus Domini," Thursday after Trinity Sunday. — A festival with processions at Trieste, Vienna, and other Roman Catholic cities.

The "Frohnleichnamsfest" at Munich; guild processions and open-air services.

On the Octave day, procession at Genzano in the Alban hills, about 3 miles from Albano; the streets carpeted with flowers. For a charming description of this floral festival, see Hans Andersen's "Improvisatore," ch. iii.

Coronation of King George V., June 22, 1911. — Messrs. Thomas Cook & Son will have two special parties leaving America for the Coronation. — One from New York by the Hamburg-American Line, June 10, 1911, and one from Boston, leaving by the White Star Line, S.S. Cymric, on June 6. It is possible that through the Messrs. Cook seats may be obtained to view the procession.

HOTEL DIRECTORY

Hotel expenses in Europe do not now average much lower than in this country, if the quality of the accommodation be taken into account. At the most expensive of first-class hotels one must spend about as much as at houses of the same grade in this country; but there are many hotels usually reckoned as first-class where one can live more cheaply. The tourist who is not obliged to travel economically will readily suit himself by taking the hotels that we mention as first-class, or, where no distinction is made, those that are placed first in the list. Our intention has been to mention none that we cannot commend, either from our personal knowledge of them or from what we consider trustworthy evidence as to their character. Not one in the book has been inserted at the solicitation, or even with the knowledge of the proprietor; and changes will be made in future editions, if we have reason to believe that they ought to be made.

One who travels at his leisure may save a good deal — perhaps, even one half — by living at boarding-houses or *pensions*. If he travels rapidly, he can either take rooms at a hotel, and get his meals, or at least his dinner, at restaurants, or live entirely at hotels. The former is the cheaper way, but the latter need not be very expensive. There are many excellent hotels at which you can obtain accommodation at a fixed price per day, everything included. Some houses of this kind are mentioned below in connection with London and Paris, and others are advertised in "Bradshaw." Even at first-class hotels, a room in the third or fourth story is cheaper than one lower down. Tell the landlord that you want a cheap room, and he will give you one.

In Great Britain the average cost of living at good second-class hotels (and throughout Europe second-class houses are better in their way than those of the same grade in this country) need not exceed *eight* or *nine shillings* a day, exclusive of liquors; and by dining at eating-houses, it may be reduced to *seven* shillings, or even less.

On the Continent, if you can speak a little French, the

franc will go as far as the shilling does in Great Britain. If you lack the smattering of French, and do not object to an average expenditure of about two dollars a day if you may at the same time escape the vexation of bills in a foreign tongue, you can avail yourself of the "hotel coupons" sold by Thomas Cook & Son, London. These cost 8*s.* 9*d.* for the day, and cover all necessary hotel expenses. There are three coupons for the day, which can be used separately: the first for a substantial meat breakfast; the second for the *table d'hôte* dinner, with or without wine, according to the custom of the hotel; and the third for bedroom, including lights and attendance. The breakfast coupon can also be used for tea or supper with meats, etc. Coupons for a "plain" breakfast (coffee or tea, with rolls and butter) may be had at less price. Any "extras" may be paid for in cash.

These coupons are accepted at one or more first-class hotels in all the leading cities and towns of Europe. An experienced traveller by careful bargaining in advance may get along as cheaply without them; but the average tourist will find them as economical as they are convenient. They secure him good accommodations at a fair price, and save him all trouble and dispute in settling his bills; and they also ensure him good treatment, as the hotel-keeper naturally desires to make everything satisfactory to so important a patron as the "tourist agent."

A few practical hints may be added for the benefit of those who do not use the coupons: —

In engaging a room at hotels where there is not a printed tariff of rates, have a definite understanding as to the price per day or week. This is especially important in Italy, where travellers who do not bargain in advance are almost invariably swindled. As already stated, the price of rooms varies with the floor, going down as you go up. The upper stories are the least noisy and often the best ventilated. Elevators, or "lifts," quite unknown a few years ago, are being rapidly introduced in all the better hotels.

If you do not pay *by the day* at a hotel, remember that you pay only for what you have. Take note of the meals you have in the hotel, and see that no others are charged on the bill. Call for your bill, and insist on having it, in ample season to look it over before your departure. If mistakes have been made, they are always promptly corrected — at least, we have found it so at hotels of every grade.

"Extras" — lunches, and the like — are usually charged at a high rate, especially if you have not inquired the cost in advance. For such things it is better to go to a restaurant.

If you are visiting a place merely for the day, not expecting to spend the night, do not go to a hotel; but leave your luggage at the station (where there is usually a "parcel room" or other place in which it will be stored for a small fee), and get your dinner or lunch at the refreshment room of the station or a restaurant. In stopping to dine at a hotel while travelling, order a "lunch" rather than a dinner — for your stomach's sake no less than your pocket's, as you will be better fed at a lower price.

Apropos of this matter, Hawthorne, in his "Note-Books," tells how he and his family stopped at Coventry: "We went to the Red Lion, and had a lunch of cold lamb and cold pigeon-pie. This is the best way of dining at English hotels; — to call the meal a luncheon, in which case you will get as good or better a variety than if it were a dinner, and at less than half the cost."

It should be understood that this kind of economy is never disreputable in Europe. In this country it requires no little moral courage for a man to be frugal, unless "in the bosom of his family." To be saving of money under the eyes of other people is apt to make us feel very much as if we were stealing it; at least we are disagreeably conscious that *they* regard it in that light. Where one man is as good as another, he must be as lavish of his money; being all "sovereigns," we must be as prodigal as princes. But in Europe you will not be respected the less, nor treated the worse, for trying to get along cheaply. Your efforts at economy are helped, not hindered, by those with whom you have to deal. One comes to feel a freedom and independence in frugal ways of living which he has never known in this "free and independent" country.

When you are in a hurry for your breakfast, either order it over night — to be ready at a certain hour — or ring the bell when you begin to dress and order it then. Things move very slowly in the morning in a European hostelrie.

Candles were formerly a separate charge (half a franc or a franc) at Continental hotels. Fresh ones were supplied every day (and charged, of course), those partially burned being removed by the waiters. Many provident tourists took a *bougie* or two with them, or kept the first one they

had to pay for and let it do service for successive nights. This charge is now generally given up; but *soap* is still an "extra" on the Continent, and the tourist will take it with him if he does not wish to pay hotel prices for it. These are trifles, but the pilgrim to whom every dollar saved counts for another day in Europe will not deem them beneath his notice; indeed, Yankees are almost the only travellers, rich or poor, who ignore them.

Washing can be done in most European hotels within twenty-four hours, and is usually finished at the time ordered; but if that time is close upon your departure, it is well either to allow a little margin for delay, or to have it understood that delay is impossible. All garments should be marked with indelible ink, though a special mark (in colored thread) is usually put on the articles before they are sent to the laundry. One is never known by his name in a foreign hotel, but by the number of his room.

Tourists are often at a loss as to the proper fees to servants at foreign hotels. It is not easy to lay down rules for a custom which is purely optional, and which has, moreover, been completely "demoralized" by Yankee prodigality. One man writes to us that his "fees often amount to as much as the hotel bill, while sometimes they are more," and this when he has paid for "service" on the bill! There could not be a better illustration of the mischievous prodigality to which we have referred. It is only Americans who throw away money after that fashion. One advantage of the "hotel coupons" is that they are understood to cover all ordinary "attendance" except porterage. One may give any small gratuity he pleases to servants, especially if he has spent several days at a hotel, but they do not expect fees as a matter of course from "coupon" travellers. In other cases the tourist must use his discretion, being careful to err on the side of prudence rather than that of extravagance, and to give no fees until he is leaving the hotel.

At Continental hotels the porter (*portier*) is a most useful person, and it is always good policy to fee him in proportion to the demands you have made upon him. His knowledge on all local matters is encyclopædic and infallible. You cannot possibly have occasion to ask a question that he cannot answer at once and completely. The few francs you give him will be only a fair return for the real service he will do you if you avail yourself of his omniscience. As a rule he is honest and trustworthy, and his

hints concerning prices, fares, fees, etc., will often save you many times his own little *douceur*. In regard to shopping he is a better person to consult than a guide or *commissionnaire*.

In the following list, the hotels are grouped *according to countries*, the towns and cities being arranged *alphabetically*. When the names of hotels are separated by a semicolon, those that follow the point are the cheaper.

THE BRITISH ISLES

Alum Bay: Royal Needles.

Ambleside: Salutation, Queen's, White Lion, Waterhead (on the Lake, ¾ mile from the town), all good.

Ardrishaig: Royal, Lorne.

Ayr: Station, King's Arms, Dalblair; Ayr Arms.

Banavie: Banavie.

Bangor: George (fine situation, with view of the Strait and bridges), British (near station), Castle; Railway, Williams's Temperance.

Bath: Grand Pump Room, York House, Royal, etc.; Christopher (cheap, good).

Bedford: Swan, Red Lion; George.

Belfast: Grand Central, Imperial, Avenue, Queen's, Station; Wilkinson's Temperance.

Bettws-y-Coed: Royal Oak, Waterloo; Gwydyr, Glen Aber, Craig-y-don.

Birmingham: Queen's (at New St. station), Great Western (Snow Hill station); Plough and Harrow (old-fashioned, good), Midland; Cobden (temperance, cheap), Swan, Acorn.

Blair Athole: Athole Arms; Glen Tilt.

Bonchurch: Bonchurch.

Boston: Peacock, Red Lion.

Bowness: Old England, Royal, Crown, Belsfield.

Bradford: Victoria, Alexandra, Talbot, etc.

Bridge of Allan: Royal, Queen, Hydropathic. Many boarding-houses.

Brighton: Grand, Bedford, Norfolk, Albion, New Steyne, Queen's, and many others of the highest class; Gloucester, New Ship, King's Arms, etc. (somewhat cheaper); Queen's Head, Crown, White Lion, etc. (second-class). Many boarding-houses.

Bristol: Royal (near cathedral), Grand, Royal Talbot,

etc. At *Clifton:* Clifton Down, St. Vincent's Rocks (both with fine view), etc.

Broadstairs: Ballard's, Albion, etc.

Buxton: Empire, Palace, St. Ann's, Crescent, Royal, Burlington; Eagle, Shakespeare, etc. Many good boarding-houses, from 7*s.* a day.

Callander: Dreadnought (best), Ancaster Arms, Hydropathic.

Cambridge: University Arms, Bull, Red Lion, Hoop ("famous inn," as it is called in Wordsworth's "Prelude"); Livingstone (temperance).

Canterbury: County, Fountain, Rose.

Capel Curig: Royal; Bryntyrch.

Carlisle: County Station, Central, Bush; Crown and Mitre, Viaduct, Graham's.

Carnarvon: Royal, Royal Sportsman, Castle; Prince of Wales.

Chatsworth: Chatsworth (at *Edensor*, close to the Park).

Cheltenham: Plough, Queen's; Royal, Fleece, Bellevue, Lamb.

Chepstow: Beaufort Arms, George.

Chester: Queen (at station), Grosvenor; Westminster, Blossoms, etc.

Chichester: Dolphin, Eagle.

Conway: Oakwood Park, Castle, Erskine Arms.

Cork: Imperial, Royal Victoria, Moore's.

Coventry: Queen, King's Head, Craven Arms.

Doncaster: Angel, Reindeer.

Dover: Lord Warden (dear), Grand, Dover Castle, King's Head; Shakespeare, Burlington, etc.

Dublin: Shelbourne, Gresham, Metropole; Cecil, Barry's, Gough's (temperance), etc.

Dumfries: King's Arms, Commercial, Station.

Dunblane: Stirling Arms, Hydropathic.

Durham: County (the best); Rose and Crown, Waterloo.

Edinburgh: Royal, Balmoral, Carlton, Waverley Station, Caledonian, etc., first-class; Royal British, Douglas, Cockburn, Imperial, etc., cheaper.

Ely: Lamb, Bell; Angel.

Exeter: Rougemont (near Queen St. station), Clarence (quiet), Queen's; New London, Half Moon.

Furness Abbey: Furness Abbey Hotel.

Giant's Causeway: Causeway; Kane's Royal.

Glasgow: St. Enoch's, Central, North British (connected with stations), Windsor, Grand, Royal, etc., first-class; Steel's, Cockburn, etc., cheaper.

Glastonbury: George (old and quaint), Crown, Red Lion.

Gloucester: Bell, Wellington; New Inn (built about 1450), Fowler's (temperance).

Greenock: Tontine; White Hart, Royal, etc.

Harrogate: Queen, Granby, Prince of Wales, Majestic; Royal, Empress, etc.

Harrow: King's Head, Railway.

Harwich: Great Eastern, Pier, Three Cups.

Hastings: Queen's, Marine, Grand, Albion, Albany, Palace; Royal Oak, Grosvenor, etc.

Hereford: Green Dragon; City Arms, Mitre.

Holywell: King's Head.

Inverness: Caledonian, Station, Royal, Imperial, Victoria; Waverley, etc.

Inversnaid: Inversnaid.

Iona: St. Columba, Argyll.

Keighley: Devonshire Arms.

Kenilworth: Abbey; King's Arms.

Keswick: Keswick (at station), Queen's, Royal Oak, Lake (with view), Derwentwater (fine situation on the lake, 1½ miles from station).

Kidderminster: Lion, Black Horse.

Killarney: Royal Victoria, Railway, Lake; Graham's, O'Sullivan's (at *Muckross*).

Lanark: Black Bull, Clydesdale.

Leamington: Manor House, Regent, Clarendon; Bath, Crown, etc.

Leeds: Queen's (at Midland station), Metropole, Great Northern Station; Trevelyan (temperance), Griffin.

Lichfield: George (scene of Farquhar's "Beaux' Stratagem"), Swan.

Lincoln: Great Northern Station, White Hart (near cathedral), Saracen's Head.

Liverpool: Adelphi, North Western Railway, Lancashire and Yorkshire, Grand, Imperial; Compton, Alexandra, Angel, Shaftesbury (temperance).

Llanberis: Victoria, Padarn Villa, Dolbadarn.

Llandudno: Imperial, Queen's, Marine, St. George's; Prince of Wales, Westminster, etc.

Loch Katrine: Stronachlachar.

London: Of the countless hotels only a few of differ-

ent grades can be mentioned here. There are large first-class hotels at the termini of the chief railways, convenient for a flying visit, or as a temporary stopping-place if one has not selected quarters in advance; as the Charing Cross (at the South Eastern Terminus, Strand), Great Western (at Paddington), Great Northern (King's Cross), Great Midland, Euston Road (near Great Northern), the Euston and Victoria (London and North Western), Cannon Street (City Terminus of South Eastern), and the International (London Bridge); all of which have fixed tariffs. The new large hotels (first-class, with fixed tariffs) near Charing Cross are much frequented by Americans; as the Grand, the Métropole, the Victoria, the Savoy, and the Cecil. Here also are Morley's and the Golden Cross, old favorites with many. The Langham, in Portland Place, is another "American" house. De Keyser's Royal, near Blackfriars Bridge, conducted in Continental style, furnishes board at fixed price per day from 12*s.* 6*d.* upward, according to the floor. The Inns of Court and the First Avenue, both in High Holborn, are large and comfortable houses, with fixed prices. Claridge's, in Brook Street, Grosvenor Square, and other old hotels in the same quarter (the Albemarle, the York, etc.) are very expensive. In and near Fleet Street and St. Paul's are many good hotels of a comparatively cheap character; as Anderton's, Peele's, the Salisbury, the Castle and Falcon, the Manchester, the Albion, the Metropolitan, etc. Near Covent Garden, are the Covent Garden Hotel, the Bedford, Hummums, and Tavistock (the last two for gentlemen only). In the streets leading from the Strand to the Thames there are many cheap and quiet family hotels: the Arundel (board from 8*s.* 6*d.* per day), Caledonian (same rates per day), Temple, Loudoun, Howard (good), etc. In Westminster and vicinity there are the Grosvenor (at Victoria Station), the Westminster Palace, the Windsor, the St. Ermin's, etc., also the Goring Hotel in Grosvenor Gardens, Ebury St., near Victoria Station (12*s.* 6*d.* per day, including private bath). For a stay of more than a week there are many cheap hotels (the Kingsley, Thackeray, Walduck's, etc.) and good boarding-houses in the vicinity of the British Museum; and restaurants and dining-rooms abound in all quarters, where a meal may be got at prices to suit your taste or your purse. At many of these places the *carte* and prices are posted in the window.

Londonderry: Jury's, Imperial, City, etc.

Manchester: Queen's, Grand, Grosvenor, Albion, Victoria (somewhat cheaper, good).

Margate: York, White Hart; Elephant.

Matlock Bath: New Bath, Royal, Temple, Terrace; Devonshire, Hodgkinson's, etc.

Mauchline: Loudoun Arms.

Melrose: Abbey, George, King's Arms.

Monmouth: Beaufort Arms, King's Head, Bridge, Angel, etc.

Newcastle-on-Tyne: Station, Central Exchange, Douglas, County, Turk's Head; York, etc.

Newhaven: Ship.

Newport, Isle of Wight: Bugle, Warburton, Star; Wheatsheaf (cheap, good), etc.

Norwich: Maid's Head, Royal; Bell, Castle.

Nottingham: George, Portland; Flying Horse, Caledonian (temperance).

Oban: Great Western, Alexandra, Station, Caledonian, Craig-Ard (fine view), Columba, Royal; King's Arms, Argyll, Victoria (temperance), etc.

Oxford: Randolph, Clarendon (good), Mitre; King's Arms, Roebuck, Golden Cross.

Paisley: George, County, Globe.

Penrith: Crown, George.

Peterborough: Great Northern, Grand; Angel, Bull.

Plymouth: Duke of Cornwall, Royal, Grand (fine view), Albion, Chubb's, Lockyer, etc.

Portrush: Northern Counties, Antrim Arms, Coleman's.

Portsmouth: George, Central, Keppel's Head, etc.; at *Southsea:* Esplanade, Royal Pier, Queen, etc.

Queenstown: Queen's; Beach.

Ramsgate: Granville, Albion, Royal, etc.

Ripon: Unicorn, Crown, Black Bull.

Rochester: Crown, Victoria and Bull (commended in "Pickwick"), King's Head.

Ross: Royal, Swan, King's Head.

Rowsley: Peacock (famous).

Rugby: Royal George; Horseshoes, Eagle.

Ryde: Royal Pier, Esplanade (both dear), Marine, Eagle; Crown, York, etc.

St. Albans: Peahen, George.

Salisbury: White Hart, New County, Angel, Red Lion, Cathedral, Old George.

Scarborough: Grand, Crown, Prince of Wales; Pavilion, Queen, Castle, etc.

Sheffield: Victoria, Midland (both at stations), Royal; King's Head, Albany, Angel.

Southampton: South Western Railway, Radley's, Dolphin, Royal, Star, Crown; Flower's (temperance), Railway.

Stirling: Golden Lion, Royal, Station.

Stratford-on-Avon: Shakespeare, Red Horse; Falcon, Golden Lion.

Tewkesbury: Swan, Bell.

Torquay: Imperial, Victoria and Albert; Torbay, Royal, Queen's, Western, etc.

Ventnor: Marine, Royal, Queen's, Esplanade, Crab and Lobster; Commercial, Terminus, Rayner's Temperance, etc. Many boarding-houses.

Warwick: Warwick Arms, Woolpack.

Wells: Swan, Mitre, Star.

Wilton: Pembroke Arms.

Winchester: George, Royal (with garden), Black Swan, God Begot House.

Windsor: White Hart, Castle, Bridge House.

Wolverhampton: Star and Garter, Victoria, Talbot, Coach and Horses.

Worcester: Star, Bell, Unicorn, Crown, Great Western, Central, etc.

York: Station (good), Harker's, Black Swan; Clarence, City (temperance).

BELGIUM AND HOLLAND

Amsterdam: Amstel, Bible, Victoria, Brack's Doelen; Américain, Palais Royal, Suisse, Polen, etc.

Antwerp: Grand, St. Antoine, de l'Europe, Grand Hotel Weber; Commerce, Queen's, d'Angleterre.

Bruges: de Flandre, du Commerce (both good); Windsor, Sablon, etc.

Brussels: Grand, Bellevue, Metropole, Astoria et Mengelle, Wiltcher's, de l'Europe, Central, Bordeaux, etc. Many *pensions*.

Chaudefontaine: des Bains, d'Angleterre.

Ghent: Royal, de la Poste; de l'Etoile, d'Allemagne.

Haarlem: Funckler, Lion d'Or; Leeuwerik.

The Hague: Vieux Doelen, des Indes, Paulez's, Bellevue; Central, etc.

Leyden: Lion d'Or, Levedag; Central.

Liège: de Suède, d'Angleterre; de l'Univers, du Chemin de Fer.

Malines: La Station, Beffer, Buda, de la Coupe, Cheval d'Or.

Ostend: Continental, de l'Océan, de la Plage (all expensive); Imperial, du Phare, Allemagne, etc.

Rotterdam: Victoria, Weimar, Maas, Leygraaf, France, St. Lucas.

Spa: de Flandre, Orange, des Bains, Britannique, etc.

Utrecht: Pays-Bas, de l'Europe, Bellevue; de la Station.

Verviers: Londres, Chemin de Fer, d'Allemagne.

THE RHINE AND GERMANY

Aix-la-Chapelle: Grand Monarque, Nuellens, Métropole, l'Empereur, Dragon d'Or, Imperial Crown; Elephant, du Nord, etc.

Andernach: Hackenbruch, Glocke, Rhein.

Assmanshausen: Krone, Anker, Rhein, Eulberg; Germania.

Augsburg: Drei Mohren (very ancient, but rebuilt), Goldene Traube, Weisses Lamm, Drei Kronen.

Bacharach: Herbrecht, Blücherthal; Weber.

Baden-Baden: Stephanie, Europe, Messmer, Angleterre, Bellevue, Victoria; Hirsch, Holland, etc.

Berlin: Adlon, Bristol, Savoy, Palace, Central, Kaiserhof, Continental, Rome, etc., first-class; Kaiser, Windsor, Minerva, Beyer's, etc., cheaper.

Biebrich: Bellevue, Nassau, etc.

Bingen: Victoria (best), Starkenburger, Distel.

Bonn: Goldener Stern, Royal; Kley, Rheineck, Swan, etc.

Boppard: Spiegel, Bellevue, Hirsch, Closmann.

Bornhofen: Marienberg.

Braubach: Kaiserhof, Rhein, Nassau.

Bremen: Hillman's, Europe, Nord, etc.

Capellen: Stolzenfels, Bellevue; Lahneck.

Carlsruhe: Germania (best), Victoria, Grosse, etc.

Caub: zum Grünen Wald, Adler, Pfalz.

Coblence: Giant, Bellevue; Anker, Traube.

Cologne: du Dôme, du Nord, Continental, Victoria, Disch; Reichshof, St. Paul, etc.

Darmstadt: Darmstadt, Traube, Railway.

Dresden: Bellevue, Bristol, Europe, Grand Union; Weber's, Stadt Berlin, Rome, etc.

Ems: Curhaus, Angleterre, Russie; Flandre, etc.

Frankfort: Russia, Bristol, National, Continental; Schwan, Union, Drexel, etc.

Freiburg: Zähringer, Victoria; Engel, etc.

Hamburg: Hamburg, Streit's, Vier Jahrezeiten, etc.

Heidelberg: Europe, Grand, Schrieder, Schloss, Victoria, Prince Karl; Ritter, Reichspost, etc.

Homburg: Russie, Four Seasons, Victoria, Bellevue; Central, Adler, etc.

Königswinter: Berlin, Europe; Rieffel, Traube, etc.

Leipsic: Hauffe, de Prusse, de Russie, Sedan, etc.

Lorch: Krone, Schmidt, Railway.

Mannheim: Park, Pfalz; Kaiser, Deutsch, National.

Mayence: Holland; Rhein, d'Angleterre, Post, Taunus, Coblence, etc.

Munich: Four Seasons, Bavaria, Bellevue, Continental, Rhein, d'Angleterre, etc., first-class; Leinfelder, Central, etc., cheaper.

Neuwied: Anker, Wilder Mann, Moravian, Mader.

Nuremberg: Bavarian, Strauss, Goldener Adler, Würtemberg, Grand; Wittelsbach, Rother Hahn.

Oberlahnstein: Weller, Breitenbach.

Oberwesel: Rhein, Goldener Pfropfenzieher.

Ratisbon: Goldenes Kreuz, Grüner Kranz, Maximilian, etc.

Remagen: Fürstenberg, Hoersen, Holland, Rhein, Anker.

Rolandseck: Rolandseck, Victoria, Bellevue; Decker.

Rüdesheim: Darmstadt, Jung, Rheinstein, Ehrhard, etc.

St. Goar: Lilie, Schneider, Rheinfels.

St. Goarshausen: Adler, Krone, Nassau.

Spires: Rhein, Wittelsbach, Pfalz.

Strasbourg: National, Ville de Paris, Palace (formerly Maison Rouge); France, Europe, etc.

Stuttgart: Marquardt, Royal; Krauss, Textor, Post, etc.

Trarbach: Bellevue; Adolf, Marx.

Trèves: Porta Nigra, Trèves; Luxembourg, Anker, Venedig.

Ulm: Russia, Europe, Kronprinz; Golden Lion, Oberpollinger.

Wiesbaden: Nassau, Kaiserhof, Metropole, Four Seasons, Rose, Park, first-class; d'Angleterre, Victoria, Minerva,

National, Rhine, etc., cheaper. There are also many good *pensions*.

Worms: Alter Kaiser, Hartmann; Europe, Kaiserhof, Reichskrone.

Würzburg: Russia, Kronprinz, Central, Schwan, Würtemberg, National, etc.

SWITZERLAND

Altdorf: Löwe, Schlüssel, Tell.

Amsteg: Stern (or Post), Hirsch, Weisses Kreuz.

Andermatt: Grand, Bellevue, St. Gotthard; Drei Könige, Oberalp.

Arth: Adler, Rigi.

Bâle: Trois Rois, Euler, Suisse, St. Gothard; Victoria, Jura, Krafft, etc.

Berne: Bernerhof, Bellevue (both with fine view); Schweizerhof, Ours, France, Pfistern, etc.

Brieg: Couronne et Poste, Angleterre.

Brienz: Croix Blanche, Bär.

Brunnen: Waldstätter, Adler, Hirsch, Eden, etc.

Chamonix: Couttet, Imperial, Royal, Cachat, Angleterre, des Alpes; Beausite, France, etc.

Chillon (between Chillon and Villeneuve): Byron (finely situated); Chillon (near Castle).

Coire: Steinbock, Lukmanier; Croix Blanche, Stern, Drei Könige.

Constance: Insel (old monastery), Halm, Hecht; Schönebeck, Krone, Falke.

Davos-Platz: Kurhaus Davos, Belvedere; d'Angleterre, Victoria, etc.

Einsiedeln: Pfau, Sonne, Schlange, etc.

Engelberg: Grand, Titlis, Sonnenberg, Engel, Suisse, etc.

Flüelen: Weisses Kreuz, Tell, Adler.

Freiburg: Terminus, Suisse; Faucon, Autruche, Tête Noire.

Furka Pass: de la Furka (good).

Geneva: Beaurivage, des Bergues, d'Angleterre, de la Paix, National, Métropole; du Lac, de Paris, de la Poste, Richmond, Park, etc.

Grindelwald: Bär, Eiger, du Glacier; Schönegg, Burgener, Alpenruhe, National, etc.

Hospenthal: Meyerhof; Lion d'Or.

Interlachen: Victoria, Beaurivage, Royal St. George, des Alpes, Jungfrau, etc., first-class; Terminus, du Nord, Beausite, etc., cheaper.

Kandersteg: Kandersteg, Blümenalp, Victoria, etc.

Lausanne: Gibbon, Richemont, des Alpes; Beausite, National, du Nord, etc.

Lauterbrunnen: Staubbach (with view of fall), Steinbock.

Leukerbad: des Alpes, Maison Blanche, de France, Union, etc.

Lindau: Bayrischerhof, Krone; Reutemann, Lindau.

Lucerne: Schweizerhof, Luzernerhof (excellent; no fees to servants), National, Europe, Angleterre, Schwan; Balances, Eden, Engel, Adler, des Alpes, etc. Many good *pensions*.

Martigny: Clerc, Mont Blanc; National.

Meiringen: Sauvage, des Alpes; Bär, Krone.

Mürren: Mürren, des Alpes; Beausite.

Neuchâtel: Bellevue, du Lac; Faucon, Soleil, du Port.

Neuhausen (at *Falls of the Rhine*): Schweizerhof (no fees to servants), Bellevue (good); Rheinfall.

Pontresina: Roseg, Krone, Enderlin, Weisses Kreuz, Pontresina, Languard.

Ragatz: Quellenhof, Schweizerhof, Ragatz, Tamina, Lattmann; Krone, Rosengarten, etc.

Rigi: Rigi-Kulm (at summit), Rigibahn, Felchlin (both near station), Rigi-Staffel (½ hour below summit), Kaltbad (½ hour below Staffel), Bellevue (near Kaltbad), Rigi-First (on Scheidegg branch railway), etc.

St. Gall: Hecht, Walhalla, Hirsch; Schiff.

St. Moritz (*Engadine*). At the *Baths:* Kurhaus, Stahlbad, du Lac, Bellevue; National, Central, etc. At the *Village:* Kulm, Palace, Belvedere, Suisse, etc.

Samaden: Bernina (best), Bellevue; des Alpes, Krone.

Schaffhausen: Müller; Riese.

Spiez (*Lake Thun*): Park, Schönegg, Spiez.

Splügen: Bodenhaus, Splügen.

Thun: Thun, Bellevue (both good); Falke, Kreuz, Krone, etc.

Vevey: du Lac, Trois Couronnes, Vevey; d'Angleterre, Trois Rois, etc.

Vitznau: Rigibahn, Rigi, du Parc.

Weggis: du Lac, Löwe, Bellevue.

Wiesen: Bellevue, Palmy.

Zermatt: Monte Rosa, Mont-Cervin, Zermatt; Post, Terminus, Suisse.

Zug: Hirsch, Bahnhof, Rigi. On the *Zugerberg*, 1½ hours from Zug: Kurhaus Felsenegg (fine view), Schönfels (similar situation).

Zürich: Baur au Lac, Bellevue; Simplon, Croix Blanche, National, etc.

FRANCE

Aix-les-Bains: Aix, Europe, Métropole, Albion, Venat, du Nord, Splendide (fine situation); Beausite, du Centre, etc. Many *pensions*.

Amiens: du Rhin, de l'Univers; Ecu de France, Commerce.

Arles: Forum, du Nord.

Avignon: Europe, Avignon, Crillon; Louvre.

Beauvais: de France et d'Angleterre, Continental.

Bourges: France, Boule d'Or, Jacques Cœur.

Caen: Angleterre, St. Pierre, d'Espagne, etc.

Calais: Grand, Terminus, Central.

Chambéry: France, des Princes, La Paix, etc.

Chartres: Grand Monarque, Duc de Chartres, France.

Cherbourg: de l'Amirauté, des Bains, Aigle.

Dieppe: Royal, Métropole, Grand; de Paris, du Commerce, etc.

Dijon: de la Cloche, Bourgogne, Jura; Morot.

Fontainebleau: Aigle Noir, France, Europe, etc.

Havre: Frascati, Continental; Bordeaux, Tortoni, Aigle d'Or, etc.

Lyons: de Lyon, Bellecour, Europe; Nouvel, des Etrangers, Bayard, etc.

Marseilles: Terminus, du Louvre et de la Paix, Grand, Noailles; Orleans, des Négociants, etc.

Mentone: des Iles Britanniques, National, Bellevue, du Louvre, etc.

Metz: Grand, Metz; Paris, France.

Monte Carlo (*Monaco*): Métropole, Paris, Grand, Hermitage; des Anglais, Splendide, Littoral, Londres, etc.

Nancy: Grand, France, Europe; Américain.

Nice: des Anglais, Grand Bretagne; Beaurivage, France, Grand, Métropole, Palace, etc.

Nismes: Luxembourg; Manivet; Cheval Blanc.

Orléans: Orléans, St. Aignan, Loiret.

Paris: The Continental, Grand, Elysée Palace, and

Louvre are the largest of the first class, and there are many smaller ones of the same grade in the Rue de Rivoli (Meurice, Windsor, Brighton, Wagram, etc.), in the Rue de la Paix (Mirabeau, Westminster, Hollande, etc.), in and near the Avenue de l'Opéra (Deux Mondes, Binda, Normandy, etc.), and elsewhere. The St. James, l'Athénée, Chatham, etc., are popular with Americans. There are many cheaper houses, like the Burgundy (Rue Duphot), the Louis-le-Grand (in street of same name), the Calais (Rue des Capucines), the Malte (Rue de Richelieu), the Palais (Cours la Reine), the Bavière (Rue du Conservatoire), etc. For many others (many with fixed prices per day), see Baedeker. At the restaurants a breakfast may be got at any price from a *franc* up, and a dinner (with wine) from 2 *francs*. The *établissements de bouillon*, or *établissements Duval*, which are to be found in many of the principal streets, are famous for furnishing a good meal at a very low price. There are also many *pensions*, or boarding-houses, where, if one is spending more than a week in the city, he can live cheaper than at the first-class hotels. These also are mentioned in Baedeker and the Rest Tour Lodging List.

Rheims: Lion d'Or, Maison Rouge; Europe, etc.

Rouen: Albion, Angleterre, France; de la Poste, Dauphin, Victoria, Univers.

St. Germain: Pavillon d'Henri IV., Prince de Galles, l'Ange Gardien.

Toulon: Grand, Victoria, de la Paix, Louvre.

Troyes: des Courriers, Mulet, Commerce.

Versailles: des Réservoirs, du Vatel, de France.

Vichy: Ambassadeurs, Mombrun, Nouvel, des Princes, Grande Brétagne, etc.

AUSTRIA

Botzen: Victoria, Kaiserkrone, etc.

Buda-Pest: Hungaria, Royal, Queen of England, Erzherzog Stephan; Orient, Budapest, etc.

Gratz: Elephant, Florian; Golden Lion, etc.

Innsbruck: Tirol, Europe, Goldene Sonne; Victoria, Kayser's Pension-Hotel, Hapsburg, Kreid, etc.

Ischl: Kaiserin Elizabeth, Bauer, Victoria; Kaiserkrone, Stern, etc.

Landeck: Post, Goldener Adler.

Linz: Erzherzog Karl, Goldener Adler, etc.

Melk: Lamm, Ochs, Köttl.

Prague: de Saxe, Victoria, Schwartzes Ross, Royal, Blauer Stern; Erzherzog Stephan, Goldener Engel.

Pressburg: Grüner Baum, National, etc.

Salzburg: Europe, Austria, Nelböck, etc.

Trieste: de la Ville, Delorme, Europe.

Trent: Trento, Carloni, Agnello d'Oro.

Vienna: Imperial, Archduke Charles, Grand, Métropole, Bristol, Austria, etc., first-class; Klomser, London, Ronacher, etc., cheaper. Few hotels have a table d'hôte, but one may dine at any hour *à la carte* at fixed prices.

ITALY

Amalfi: Cappuccini-Convento (in old monastery), Cappuccini-Marina (at the harbor), della Luna; Siren, Italia, etc.

Ancona: Roma e Pace, Victoria; Milano, Ferrovia.

Arezzo: Angleterre, Victoria; Stella.

Assisi: del Subasio, Leone, Giotto; Minerva.

Baveno: Bellevue, Beaurivage; Simplon, Suisse.

Bellagio: Grand Bellagio, Grande Brétagne, Genazzini; Florence, Suisse.

Bellinzona: Suisse, Cervo, Railway.

Bergamo: Italia, Concordia, Cappello d' Oro.

Bologna: Brun, Italia, Europe; Stella d'Italie, Pellegrino.

Brescia: Italia, Brescia, Gallo, Gambero.

Brindisi: Grand Hotel International (on the quay); Europe, Central.

Cadenabbia: Bellevue, Britannia, Belle-Isle.

Capri: At the *Marina:* Vesuvio, Alexandra, Bellevue, Continental, de la Grotte Bleue, Bristol. At the village of *Capri:* Quisisana, Royal, Pagano.

Castellamare: Stabia, Quisisana, Weiss (both in fine situation above the town).

Catania: Gran Bretagna, Bristol, Centrale, Globe; Sangiorgi, Vittoria, Roma.

Colico: Risi, Piazza Garibaldi, Croce d' Oro.

Como: Plinius, Volta, Métropole, Italia, Bellevue.

Cortona: Nazionale, Garibaldi.

Cremona: Cappello, Roma.

Desenzano: Reale Meyer; Trento, Due Colombe, Railway Restaurant.

Domo d' Ossola: de la Ville, Terminus.

Ferrara: Stella d' Oro, Europa.

Florence: Grand, de la Ville, Italia, New York, Paoli, Gran Bretagna; Florence and Washington, d' Albion, etc. Many good *pensions*.

Genoa: Genoa, Savoy, Isotta, Eden, Moderno, de la Ville, de Londres, de France, Bertolini's, Bristol, etc.

Leghorn: Grand, Angleterre, Giappone; Falcone, Bastia.

Locarno: Locarno, Métropole; du Parc, du Lac.

Lucca: Croce di Malta, Universo, Corona.

Lucca, Baths of (*Ponte a Serraglio*): Europa, New York, Bagni di Lucca.

Lugano: du Parc, Bellevue, Washington, Lugano, Suisse, Beauregard, etc.

Luino: Simplon, Posta, Luino.

Mantua: Aquila d' Oro, Senoner.

Messina: Hotels destroyed by earthquake.

Milan: de la Ville, Cavour, Milan, Continental, Palace, Europa, Manin; Metropole, Terminus, du Parc, Schmid, etc.

Modena: Reale, San Marco; Italia, Centrale, Scudo di Francia.

Naples: Bertolini's Palace, Grand, Bristol, Parker's, Métropole, Eden, Macpherson's, Gran Bretagna, des Etrangers, Splendid, Continental; Riviera, Santa Lucia.

Orta: San Giulio, Orta, Belvedere (on the slope of the *Sacro Monte*).

Orvieto: delle Belle Arti; Aquila Bianca.

Padua: Croce d' Oro, Fanti.

Palermo: des Palmes, Trinacria, de France, de la Paix; Centrale, Oliva, Italia.

Pallanza: Grand Pallanza, Eden (formerly Garoni); Posta, Milano.

Parma: Croce Bianca, Italia.

Pavia: Croce Bianca, Tre Re.

Perugia: Palace, Brufani; Grande Bretagne, Belle Arti, Umbria.

Piacenza: San Marco; Croce Bianca, Italia.

Pisa: Minerva, Victoria; Londres, Nettuno, National, Washington.

Pistoja: Globo, Rossini.

Pompeii: Diomede (poor); del Sole (near the Amphitheatre, cheaper, commended), Suisse.

Ravenna: Byron, Spada d' Oro.

Rome. There are many excellent hotels in Rome, chiefly in the neighborhood of the Piazza di Spagna, and between that point and the railway station. One of the largest and best is the Grand, Piazza delle Terme, in a high and airy situation; another is the Quirinale, Via Nazionale, a large new house, commended by tourists. The Excelsior and Regina hotels are popular and elegant. The new Continental, very near the station, is also a first-rate house. The Russia, 9 Via Babuino, is an old and favorite hotel with English and Americans; and the Royal, Via Venti Settembre, has also an excellent reputation. In the Piazza di Spagna are the Londra and Europa, good houses; in the Piazza Barberini, the Bristol, good, not expensive; on the Pincian, the Eden. At all these hotels arrangements may be made for a week or more at 10–12 *fr.* and upwards per day. Cheaper houses are the Minerva, near the Pantheon; Molaro, 56 Via Gregoriana; Italia, 12 Via Quattro Fontane; etc. There are good *pensions* in the Via Nazionale, Via Sistina, and elsewhere.

Salerno: d'Angleterre.

Siena: Continental, Siena, Aquila Nera; Tre Mori, Scala, Toscana.

Sorrento: Victoria (beautiful situation), La Sirena, Tramontano, Tasso, Gran Bretagna, etc.

Stresa: des Iles Borromées, Milan, Beau-sejour, Italia.

Syracuse: Grand, Villa Agradina, des Etrangers, Villa Politi, Vittoria, etc.

Terni: Europa, Italia.

Tivoli: Regina, Sibylla.

Turin: Europa, Torino, de la Ville; Centrale, Suisse, du Nord, Tre Corone, etc.

Venice: Grand (best), Europa, Danieli, Britannia, Italia, d'Angleterre, Victoria; Bellevue, San Marco, etc.

Verona: di Londra; Colomba d' Oro, Aquila Nera, San Lorenzo, etc.

Vicenza: Roma, Tre Garafoni, Parigi.

TYROL

Belluno: des Alpes, Belluno, Cappello.

Cortina: Bellevue, Aquila Nera, Cortina, Miramonti, etc.

Feltre: Doriguzzi, Tre Corone, Stella d' Oro.

Franzenfeste: Railway Restaurant (with rooms), Bahnhof.

Landro: Baur.
Longarone: Posta; Roma, Lepre.
Misurina: Grand Misurina.
Perarolo: Corona d' Oro, Sant' Anna.
Pieve di Cadore: Marmarole, Angelo, Cadore.
Schluderbach: Pioner's Schluderbach Sigmundsbrunnen.
Toblach: Südbahn, Union, Germania, etc.

SPAIN

Cadiz: de France et Turin.
Cordova: Suisse.
Escurial: Miranda, New Hotel.
Gibraltar: Bristol, Grand, Cecil.
Granada: Washington Irving; Victoria.
Madrid: des Ambassadeurs, Roma.
Seville: Madrid, de Paris, d'Angleterre.
Toledo: de Castilla.

PENSIONS

We have not attempted to give a list of *pensions* and boarding-houses in connection with the hotels, as the vacation tourist seldom remains long enough in any one place to avail himself of them. As a rule, they do not take boarders for less than a week, though there are some that receive guests by the day. If one makes a stay of a week or more in one place, he can save from 25 to 50 per cent. by going to a *pension* instead of a hotel. Many of these houses in the larger cities (where one is most likely to make use of them) are advertised in "Bradshaw" and other railway guide-books, as well as in the local tourist journals. The fullest and best list, however, is to be found in the "Lodging List" furnished to members of the Rest Tour Association (see p. 18).

NOTE. — The names of hotels, particularly in the Rhine district, Switzerland, and Italy, are often changed with change of ownership, or on account of some whim of the proprietor; but the old names continue to be more or less familiar to cabmen and porters.

THE COMPARATIVE VALUES OF UNITED STATES AND EUROPEAN MONEYS

U. S. A. (gold)	England	France Belgium Switzerland Italy	Germany	Holland
$ cts.	*£ s. d.*	*Fr. c.*	*Mks. pf.*	*Fl. cts.*
.01	½	5	4¼	2½
.02	1	10	8½	5
.04	2	21	17	10
.06	3	31	25½	15
.08	4	42	34	19
.10	5	52	42½	24
.12	6	63	51	28
.14	7	73	59½	33
.16	8	83	68	38
.18	9	94	71½	43
.20	10	1 4	85	48
.22	11	1 15	93½	53
.24	1 0	1 25	1 2	60
.49	2 0	2 50	2 4	1 20
.73	3 0	3 75	3 6	1 80
.97	4 0	5 0	4 8	2 40
1.22	5 0	6 25	5 10	3 0
1.46	6 0	7 50	6 12	3 60
1.70	7 0	8 75	7 14	4 20
1.95	8 0	10 0	8 16	4 80
2.19	9 0	11 25	9 18	5 40
2.43	10 0	12 50	10 21	6 0
2.67	11 0	13 75	11 23	6 60
2.92	12 0	15 0	12 25	7 20
3.16	13 0	16 25	13 27	7 80
3.41	14 0	17 50	14 28	8 40
3.65	15 0	18 75	15 30	9 0
3.89	16 0	20 0	16 32	9 60
4.13	17 0	21 25	17 34	10 20
4.38	18 0	22 50	18 36	10 80
4.62	19 0	23 75	19 38	11 40
4.86	1 0 0	25 0	20 42	12 0
9.73	2 0 0	50 0	40 84	24 0
14.60	3 0 0	75 0	61 26	36 0
19.47	4 0 0	100 0	81 68	48 0
24.33	5 0 0	125 0	102 12	60 0

As the above Table is intended for the ordinary purposes of the tourist, fractions are avoided as far as possible. The variation from the exact value is rarely as much as 1 per cent. We have taken even denomi-

nations of *sterling* money as the basis of the table, partly because the tourist usually becomes familiar with that currency in the first part of his travels, partly because it is so much used as a standard of exchange, and partly because we thus get a larger number of even denominations in the other foreign moneys.

The *mark* may be taken as practically equivalent to the English *shilling*.

In the new 20-mark piece there are 7.16 grams of pure gold; in the sovereign, 7.32 grams; in the French 25-franc piece, 7.26 grams; in the U. S. 5-dollar piece, 7.52 grams.

The *crown* (*krone*) of the new Austrian currency (see p. 191 above) may be regarded, in ordinary calculations, as virtually equivalent to the *franc*, and its subdivisions and multiples may be reckoned by the table for *France*, etc.

METRIC WEIGHTS AND MEASURES, ETC.

THE metric system is so generally in use on the Continent that the tourist often needs to convert weights, measures, etc., into the denominations familiar to him.

In *weights* the unit is the *gramme* (or *gram*, as it is now generally written in America), which is equal to 15.43 *grains*. The *decigram* is one-tenth of this (1.543 grains); the *centigram*, one-hundredth; and the *milligram*, one-thousandth. The *decagram* is 10 grams; the *hectogram* is 100 grams; the *kilogram* is 1000 grams, or about 2.2 *pounds* (avoirdupois). The *quintal* is 100 kilograms, or about 220 pounds. The *millier*, or *tonneau* (ton), is equal to 1,000,000 grams, or 2204.6 pounds. The old French *livre* is half a kilogram, or 1.1 pounds.

In *measures of length*, the *mètre* (or *meter*) is the unit, and is equal to 39.37 inches, or about 3 feet, 3⅓ inches. The *decimeter* is one-tenth of this, or about 4 inches; the *centimeter*, one-hundredth; and the *millimeter*, one-thousandth. The *decameter* is 10 meters; the *hectometer* is 100 meters; and the *kilometer* is 1000 meters, or about 3280 feet, 10 inches. This is about *five-eighths of a mile*. In the time-tables of Continental railways distances are often given in kilometers. To change these to miles, multiply by 5 and divide by 8.

In *measures of surface*, the *are* is 100 square meters, or 119.6 square yards; the *centiare* is a square meter; the *hectare* is 100 ares, or 2.471 acres (2½ acres for rough reckoning).

In *measures of capacity*, the *litre* (or *liter*) is 61 cubic inches, or a trifle over a wine quart (57.75 cubic inches). The *kiloliter* (1000 liters) is a cubic meter, and is also called a *stère* (about 264 wine gallons).

The *thermometer scales* commonly used on the Continent are the *Centigrade* and *Réaumur's*. The freezing-point on both is at 0°; the boiling-point on the former at 100°, on the latter at 80°. On the *Fahrenheit* scale there are 180° between the freezing-point (32°) and the boiling-point (212°); therefore 9° of this scale correspond to 5° on the Centigrade, or 4° on the Réaumur. To change Centigrade temperatures *above freezing* to Fahrenheit, multiply by 9, divide by 5, and add 32; for temperatures *below freezing*, multiply by 9, divide by 5, and subtract from 32. Thus 10° C. = (10×9)÷5+32, or 50° F.; and −5° C. = 32 − 9, or 23° F. For changing Réaumur temperatures to Fahrenheit, the rule is the same, except that 4 is used as a divisor instead of 5.

The *differences of time* between *London* (Greenwich) and some of the leading Continental cities are as follows, all being *earlier* than London: *Amsterdam*, 20 minutes (that is, it is 12.20 P. M. there when it is noon in London, etc.); *Berne*, 30 m.; *Berlin*, 53½ m.; *Brussels*, 17½ m.; *Buda-Pesth*, 76 m.; *Cologne*, 28 m.; *Munich*, 46½ m.; *Naples*, 57 m.; *Paris*, 9¼ m.; *Prague*, 58 m.; *Rome*, 50 m.; *Stuttgart*, 37 m.; *Trieste*, 55 m.; *Venice*, 49½ m.; *Vienna*, 65½ m. In the British Isles, *Dublin* time is 25½ m. *later*, and *Edinburgh* 12¾ m. *later* than London.

Railway time on the Continent, however, is not always the same as *local* time. In Belgium and Holland it is now what is called *West Europe* (*Greenwich*) time; in Germany, Austria-Hungary, Switzerland, and Italy, it is *Mid-Europe* time, which is one hour earlier than West Europe time; in France it is Paris time.

Italian railway time is now reckoned to 24 o'clock; 1 P. M. being called 13, 5 P. M. 17, etc. The time between midnight and 1 A. M. is written 0.5 (5 minutes past midnight), 0.25 (25 minutes past midnight), etc. To change the *hours* between noon and midnight to our reckoning, subtract 12 from each. The same change has been made in Belgium.

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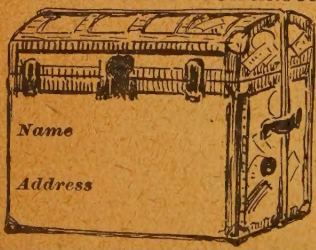

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